SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

SOUTHERN
SAFETY
PACIFIC

149

TIME TABLE

FOR THE

LOS ANGELES DIVISION

SOUTHERN
SAFETY
PACIFIC

To Take Effect Sunday, November 14, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. H. WILLIAMS,
Assistant General Manager.

G. E. GAYLORD,
Superintendent.

SANTA BARBARA SUBDIVISION.

EASTWARD

Time Table No. 149

November 14, 1926

Capacity Sidings in Car Lengths	THIRD CLASS			FIRST CLASS								Distance from San Francisco	
	36	118	244	78	38	72	32	70	74	76	102		
	Ventura Los Angeles Passenger	Mixed	Sunset Manifest Freight	Shore Line Limited	Los Angeles and Oxnard Passenger	Daylight Limited	Santa Barbara Los Angeles Passenger	Ocean Shore Express	Padre	Lark	Sunset Limited		STATIONS
	Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKPWFT Yard			8.55AM	7.30PM		4.45PM	1.15PM	8.30AM	6.35AM	6.05AM	5.10AM	370.7	TO-R STA. BARBARA 1.2
			9.00	7.35		4.50	1.20	8.35	6.40	6.10	5.15	371.9	E. STA. BARBARA 1.5
47			9.05	7.37		4.53	1.23	8.37	6.43	6.13	5.18	373.4	COUNTRY CLUB 0.5
												373.9	MONTECITO (No Siding) 0.7
							f	f				374.6	MIRAMAR 1.6
P			9.13			4.57	f 1.27		6.47	6.17	5.22	376.2	SUMMERLAND 1.1
93 P			9.18	7.42		4.59	1.29	8.43	6.49	6.19	5.24	377.3	ORTEGA 3.9
46 PW			9.28	7.47		5.04	f 1.35	f 8.49	6.54	6.25	5.29	381.2	TO CARPINTERIA 1.1
												382.3	SEAROAD (Spur) 1.1
44 P			9.34	7.50		5.07	1.38	8.53	6.57	6.29	5.32	383.4	WAVE 1.1
16 P												384.5	BENHAM (Spur) 1.2
44 P			9.42	7.54		5.11	1.42	8.57	7.01	6.34	5.36	385.7	PUNTA 2.9
70 P			9.49	7.58		5.15	1.46	9.01	7.05	6.39	5.40	388.6	SEACLIFF 4.3
44 P			**10.00**	8.04		5.21	1.52	9.08	7.11	6.45	5.46	392.9	DULAH 4.4
P		1.30PM										397.3	VENTURA JCT. 0.9
54 PW	2.09PM	s 1.36PM	**10.30**	s 8.16		**5.33**	s 2.04	s 9.22	7.22	6.56	f 5.58	398.2	TO VENTURA 1.2
												399.4	ABSCO (Spur) 0.8
												400.2	LEMON 0.8
	f 2.13		10.49	8.20		5.37	2.08	9.26	7.26	7.00	6.02	401.0	EDFU 2.2
48 PY	s 2.18PM		11.09	**8.23**	7.54PM	5.40	f 2.13	f **9.38**	7.29	7.03	6.05	403.2	TO MONTALVO 2.4
												405.6	EL RIO (Spur) 2.2
BKFWYP 63			11.30	s 8.30	s 8.05PM	5.46	s **2.23**	s 9.46	7.35	7.11	f 6.13	407.8	TO OXNARD 4.3
76 P			11.40AM	8.36		5.52	2.29	9.52	7.41	7.17	6.19	412.1	LEESDALE 1.5
35												413.6	SUCROSA 3.0
73 P			12.05PM	8.42		5.58	f 2.36	f **9.58**	7.47	7.23	6.25	416.6	TO CAMARILLO 3.2
41 P			12.20	8.46		6.02	2.41	10.03	7.52	7.29	6.30	419.8	TO SOMIS 3.1
71 P			12.35	8.51		6.06	2.46	10.08	7.57	7.34	6.35	422.9	LAGOL 4.2
73 PW			**12.55**	8.58		6.12	f 2.53	f 10.16	8.04	7.42	6.42	427.1	TO MOORPARK 5.1
70 P			1.14	**9.06**		6.19	3.01	10.24	8.12	7.51	6.50	432.2	STRATHEARN 1.3
18 P							f	f				433.5	SIMI 4.0
55 P			1.30	**9.16**		6.27	f 3.11	f 10.33	8.20	8.01	6.58	437.5	TO SANTA SUSANA 3.5
78 P			1.45	9.24		6.34	3.17	10.40	8.26	8.09	7.04	441.0	HASSON 4.5
E 90 W 53 PW			2.05	**9.37**		6.44	f 3.26	f 10.50	**8.38**	8.22	7.13	445.5	TO CHATSWORTH 4.4
E 51 W 51 P			2.20	9.45		6.50	f 3.32	f 10.58	8.46	**8.32**	7.19	449.9	TO ZELZAH 4.2
E 51 W 51			2.30	9.52		**6.58**	3.39	**11.04**	**8.54**	8.38	7.25	454.1	RAYMER 0.9
I							f					455.0	Crossing P. E. Ry. 3.4
E 49 W 50 P			2.40	10.00		7.08	**3.50**	11.11	9.01	**8.44**	7.31	458.4	HEWITT 4.3
PI			2.55PM	10.08PM		7.14PM	3.58PM	11.18AM	9.08AM	8.53AM	7.37AM	462.7	TO-R BURBANK JCT.
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(92.0)
	(0.09) 33.33	(0.06) 9.00	(6.00) 18.40	(2.38) 34.93	(0.11) 25.09	(2.29) 37.04	(2.43) 33.86	(2.48) 32.85	(2.33) 36.07	(2.48) 32.85	(2.27) 35.15		……Time Over District ……Average speed per hour

Double Track

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
102	Any Station	El Paso
70	Somis	Los Angeles

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
76	Montalvo	For Santa Paula Branch

SANTA BARBARA SUBDIVISION.

WESTWARD

Time Table No. 149

November 14, 1926

STATIONS	Distance from Burbank Jct.	FIRST CLASS							THIRD CLASS			
		71	77	31	101	73	75	69	39	35	121	243
		Daylight Limited	Shore Line Limited	Los Angeles Santa Barbara Passenger	Sunset Limited	Padre	Lark	Ocean Shore Express	Oxnard and Los Angeles Passenger	Los Angeles Ventura Passenger	Mixed	Sunset Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
TO-R STA. BARBARA 1.2 Double Track	92.0	10.40AM	s 11.23AM	s 6.30PM	s 9.20PM	s 10.45PM	s 11.08PM	s 11.59PM				5.00PM
E. STA. BARBARA 1.5	90.8	10.35	11.16	6.25	9.14	10.40	11.00	11.52				4.44
COUNTRY CLUB 0.5	89.3	10.31	11.12	6.20	9.11	10.36	10.57	11.47				4.35
MONTECITO (No Siding) 0.7	88.8											
MIRAMAR 1.6	88.1			f				f				
SUMMERLAND 1.1	86.5	10.26	11.07	f 6.12	9.07	10.31	10.53	11.38				4.20
ORTEGA 3.9	85.4	10.24	11.05	6.10	9.05	10.29	10.51	11.35				4.15
TO CARPINTERIA 1.1	81.5	10.19	f 11.00	s 6.04	9.00	10.24	10.45	11.30				4.05
SEAROAD (Spur) 1.1	80.4											
WAVE 1.1	79.3	10.16	10.55	5.58	8.57	10.20	10.40	11.26				3.55
BENHAM (Spur) 1.2	78.2											
PUNTA 2.9	77.0	10.11	10.51	5.54	8.53	10.16	10.35	11.21				3.40
SEACLIFF 4.3	74.1	10.06	10.47	5.50	8.49	10.12	10.30	11.16				3.30
DULAH 4.4	69.8	**10.00**	10.41	5.44	8.43	10.06	10.24	11.10				3.13
VENTURA JCT. 0.9	65.4										s 10.44AM	
TO VENTURA 1.2	64.5	9.48	s **10.30**	s **5.33**	f 8.32	9.55	10.13	s 10.58		s 10.15AM	10.38AM	3.01
ABSCO (Spur) 0.8	63.8											
LEMON 0.8	62.5											
EDFU 2.2	61.7	9.42	10.22	5.20	8.26	9.51	10.08	10.49		f 10.07		2.53
TO MONTALVO 2.4	59.5	**9.38**	10.19	5.17	**8.23**	9.48	10.05	f 10.46	s 6.56AM	10.03AM		2.48
EL RIO (Spur) 2.2	57.1								f			
TO OXNARD 4.3	54.9	9.32	s 10.13	s 5.11	f 8.10	9.42	9.59	s 10.40	6.45AM			**2.23**
LEESDALE 1.5	50.6	9.26	10.04	5.02	8.00	9.35	9.52	10.30				1.45
SUCROSA 3.0	49.1											
TO CAMARILLO 3.2	46.1	9.20	f **9.58**	f 4.56	7.54	9.29	9.46	f 10.23				1.30
TO SOMIS 3.1	42.9	9.16	f 9.50	f 4.52	7.50	9.25	9.42	10.18				1.20
LAGOL 4.2	39.8	9.12	9.46	4.48	7.46	9.21	9.38	10.14				1.10
TO MOORPARK 5.1	35.6	9.06	f 9.40	f 4.42	7.40	9.15	9.32	f 10.08				**12.55**
STRATHEARN 1.3	30.5	8.59	f 9.32	4.34	7.33	**9.06**	9.25	10.00				12.37
SIMI 4.0	29.2		f	f								
TO SANTA SUSANA 3.5	25.2	9.52	f 9.24	f 4.26	7.26	8.56	**9.16**	9.53				12.25
HASSON 4.5	21.7	8.47	9.18	4.20	7.21	8.51	9.07	9.47				12.05PM
TO CHATSWORTH 4.4	17.2	**8.38**	9.09	f 4.11	7.12	8.41	8.58	**9.37**				11.40AM
TO ZELZAH 4.2	12.8	**8.32**	f 9.02	f 4.04	7.05	8.34	8.50	f 9.28				11.20
RAYMER 0.9	8.6	8.24	**8.54**	3.58	**6.58**	8.28	8.43	9.20				**11.04**
CROSSING P. E. RY. 3.4	7.7			f								
HEWITT 4.3	4.3	8.18	**8.44**	**3.50**	6.50	8.21	8.36	9.12				10.25
TO-R BURBANK JCT.	0.0	8.12AM	8.30AM	3.44PM	6.44PM	8.14PM	8.29PM	9.05PM				10.00AM
(92.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
Time Over District		(2.28)	(2.53)	(2.46)	(2.36)	(2.31)	(2.39)	(2.54)	(0.11)	(0.12)	(0.06)	(7.00)
Average speed per hour		37.29	31.90	33.13	35.38	36.55	34.06	31.72	25.09	25.00	9.00	13.14

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)
69	Carpinteria	Salinas, where scheduled stop

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
101	Any Station	El Paso
69	Carpinteria	Los Angeles
77	Somis	Unload meat by express

SANTA BARBARA SUBDIVISION.

EASTWARD

Time Table No. 149

November 14, 1926

Capacity sidings in car lengths	264	262	252	244	322	258	78	72	86	36	32	70	34	74	76	26	60	102	8	Distance from San Francisco		STATIONS	
	SECOND CLASS						FIRST CLASS																
	Freight	Freight	Sunset Manifest Freight	Sunset Manifest Freight	Local Freight	Freight	Shore Line Limited	Daylight Limited	San Francisco Los Angeles Express	Ventura Los Angeles Passenger	SantaBarbara Los Angeles Passenger	Ocean Shore Express	Oxnard and Los Angeles Passenger	Padre	Lark	Owl	Southern California Express	Sunset Limited	San Francisco Los Angeles Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
E 80 W73 BKWFYP	9.50 PM	**4.00 PM**	3.30 PM		9.30 AM	3.52 AM			4.40 PM	**4.00 PM**			8.33 AM			7.35 AM	7.05 AM		6.10 AM	450.6	Block Signals	TO-R SAUGUS 2.4	
66 P	10.00	4.15	3.40		9.38	4.01			4.44	s 4.05			s 8.39			7.39	7.10		f 6.15	453.0		TO NEWHALL 0.7	
80																				453.7		ELAYON 0.7	
																				454.4		WALTZ JUNC. 2.2	
60 P	10.18	4.34	**4.15**		**10.00**	**4.25**			4.55	f **4.15**			f 8.51			7.50	7.22		6.30	456.6		TO TUNNEL 2.6	
85 P	10.30	4.42	4.32		10.10	4.37			4.59	f 4.20			f 8.55			7.54	7.27		6.34	459.2		SYLMAR 2.6	
100 BKWFTP	10.45	4.54	4.45		10.25	4.51			f 5.04	s 4.28			s 9.02			**8.00**	7.33		s 6.41	461.8		TO-R SAN FERNANDO 0.7	
																				462.5		JOKO (Spur) 0.9	
86 P	10.50	**5.07**	4.55		10.30	4.56			**5.07**	f 4.33			f 9.07			8.04	7.38		f 6.45	463.4		PACOIMA 2.2	
P																				465.6		WAHOO (Spur) 2.3	
66 P	11.02	**5.40**	**5.13**		10.42	5.08			**5.13**	f 4.41			f **9.14**			8.10	**7.45**		f 6.55	467.9		ROSCOE 3.7	
64 PI	11.13	5.52	5.28	**2.55 PM**	**10.53**	5.19	10.08 PM	7.14 PM	5.18	4.48	3.58 PM	11.18 AM	9.20	9.08 AM	8.53 AM	8.15	7.52	7.37 AM	7.02	471.6		TO-R BURBANK JCT. 0.5	Double Track
64 PWY							10.09	7.15	5.19	s 4.49	s 3.59	f 11.19	s 9.22	9.09	8.54	8.16	7.53	7.38	s 7.03	472.1		BURBANK 2.2	
																				474.3		SEPULVEDA (Spur) 0.7	
																				475.0		WEST GLENDALE 2.1	
P							s 10.18	7.21	s 5.25	s 4.59	s 4.07	s 11.28	s 9.31	s 9.18	s 9.03	s 8.25	s 8.02	s 7.45	s 7.12	477.1		GLENDALE 0.2	
I																				477.3		Crossing P. E. Ry. 0.6	
																				477.9		INDUSTRIAL (Spur) 1.4	
																				479.3		TAYLOR (Spur) 0.4	
Yard BKTWFP	11.40 PM	6.20 PM	6.00 PM	4.15 PM	11.20 AM	5.45 AM							s							479.7		TO-R LOS ANGELES YD 2.2	
IY							10.33	7.34	5.39	5.14	4.19	11.43	9.45	9.33	9.18	8.39	8.18	7.59	7.28	481.9		RIVER STA. TOWER 0.6	
I							10.37	7.38	5.43	5.18	4.23	11.47	9.49	9.37	9.22	8.43	8.22	8.03	7.33	482.5		NAUD JCT. 1.2	
Yard BKYWTP							s 10.45 PM	s 7.45 PM	s 5.50 PM	s 5.25 PM	s 4.30 PM	s 11.55 AM	s 9.55 AM	s 9.45 AM	s 9.30 AM	s 8.50 AM	s 8.30 AM	s 8.10 AM	s 7.40 AM	483.7		TO-R LOS ANGELES	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(33.1)	
	(1.50) 15.92	(2.20) 16.75	(2.30) 12.48	(1.20) 7.65	(1.50) 15.81	(1.53) 15.54	(0.37) 19.61	(6.31) 23.42	(1.10) 28.37	(1.25) 23.35	(0.32) 32.70	(0.37) 19.61	(1.22) 24.21	(0.37) 19.61	(0.37) 19.61	(1.15) 26.48	(1.25) 23.35	(0.33) 22.00	(1.30) 22.07			........Time over district ....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Burbank Jct., apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Trains	At	Passengers to (or beyond)
102	Any Station	El Paso

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Trains	At	Passengers from (or beyond)
26	Saugus	Fresno
60	San Fernando	Lathrop
60	Saugus	Fresno
60	Burbank	For Coast Line points or from points west of Lathrop.
78	Burbank	Any Station
86	Any Station	West of Saugus
86	Los Angeles Yard	Deadhead Crews

SANTA BARBARA SUBDIVISION.

WESTWARD

Time Table No. 149 November 14, 1926 STATIONS	Distance from Los Angeles	FIRST CLASS												
		35	71	77	87	31	37	25	59	101	73	75	69	7
		Los Angeles Ventura Passenger	Daylight Limited	Shore Line Limited	Los Angeles San Francisco Express	Los Angeles SantaBarbara Passenger	Los Angeles Oxnard Passenger	Owl	Puget Sound Express	Sunset Limited	Padre	Lark	Ocean Shore Express	Tehachapi
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Block Signals TO-R SAUGUS	33.1	s 8.23AM			s 1.43PM		s 6.17PM	7.10PM	s 7.25PM					s 12.40AM
2.4														
TO NEWHALL	30.7	s 8.19			f 1.38		s 6.13	7.06	7.19					f 12.35
0.7														
ELAYON	30.0													
0.7														
WALTZ JUNC.	29.3													
2.2														
TUNNEL	27.1	f 8.10			1.26		f 6.04	6.55	7.09					12.23
2.6														
SYLMAR	24.5	8.05			1.20		f 5.58	6.49	7.01					12.16
2.6														
TO-R SAN FERNANDO	21.9	s 8.00			s 1.16		s 5.53	6.45	6.55					s 12.10
0.7														
JOKO (Spur)	21.2													
0.9														
PACOIMA	20.3	f 7.52			1.12		f 5.47	6.42	6.51					12.04AM
2.2														
WAHOO (Spur)	18.1													
2.3														
ROSCOE	15.8	f 7.45			1.05		f 5.40	6.35	6.43					11.56PM
3.7														
TO-R BURBANK JCT. Double Track	12.1	7.36	8.12AM	8.30AM	12.59	3.44PM	5.33	6.29	6.36	6.44PM	8.14PM	8.29PM	9.05PM	11.49
0.5														
BURBANK	11.6	s 7.35	8.11	8.29	s 12.58	f 3.43	s 5.32	6.28	6.35	6.43	8.13	8.28	f 9.04	f 11.48
2.2														
SEPULVEDA (Spur)	9.4													
0.7														
WEST GLENDALE	8.7													
2.1														
GLENDALE	6.6	s 7.25	8.05	s 8.21	s 12.51	s 3.36	s 5.24	s 6.21	s 6.28	s 6.36	s 8.06	s 8.21	s 8.55	s 11.40
0.2														
CROSSING P. E. RY.	6.4													
0.6														
INDUSTRIAL (Spur)	5.8													
1.4														
TAYLOR (Spur)	4.4													
0.4														
TO-R LOS ANGELES YD	4.0						s							
2.2														
RIVER STA. TOWER	1.8	7.11	7.53	8.09	12.39	3.24	5.11	6.09	6.14	6.24	7.54	8.09	8.39	11.26
0.6														
NAUD JCT.	1.2	7.07	7.51	8.06	12.36	3.21	5.07	6.06	6.11	6.21	7.51	8.06	8.36	11.22
1.2														
TO-R LOS ANGELES	0.0	7.00AM	7.45AM	8.00AM	12.30PM	3.15PM	5.00PM	6.00PM	6.05PM	6.15PM	7.45PM	8.00PM	8.30PM	11.15PM
(33.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over district…………………… Average speed per hour………………		(1.23) 23.93	(0.27) 26.81	(0.30) 24.20	(1.13) 27.20	(0.29) 25.04	(1.17) 25.79	(1.10) 28.37	(1.20) 24.82	(0 29) 25.04	(0.29) 25.04	(0.29) 25.04	(0.35) 20.74	(1.25) 23.35

STATIONS	Distance from Los Angeles	THIRD CLASS					
		261	323	243	251	255	263
		Freight	Local Freight	Sunset Manifest Freight	Sunset Manifest Freight	Freight	Freight
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAUGUS	33.1	4.53AM	10.25AM		1.10PM	8.20PM	1.45AM
2.4							
TO NEWHALL	30.7	4.43	10.18		12.45	8.10	1.35
0.7							
ELAYON	30.0						
0.7							
WALTZ JUNC.	29.3						
2.2							
TUNNEL	27.1	4.25	10.00		12.20	7.55	1.17
2.6							
SYLMAR	24.5	4.10	9.50		12.06PM	7.47	1.07
2.6							
TO-R SAN FERNANDO	21.9	3.59	9.41		11.52AM	7.40	12.54
0.7							
JOKO (Spur)	21.2						
0.9							
PACOIMA	20.3	3.44	9.26		11.35	7.25	12.39
2.2							
WAHOO (Spur)	18.1						
2.3							
ROSCOE	15.8	3.32	9.14		11.12	7.15	12.27
3.7							
TO-R BURBANK JCT.	12.1	3.21	8.50	10.00AM	10.53	7.05	12.15AM
0.5							
BURBANK	11.6						
2.2							
SEPULVEDA (Spur)	9.4						
0.7							
WEST GLENDALE	8.7						
2.1							
GLENDALE	6.6						
0.2							
CROSSING P. E. RY.	6.4						
0.6							
INDUSTRIAL (Spur)	5.8						
1.4							
TAYLOR (Spur)	4.4						
0.4							
TO-R LOS ANGELES YD	4.0	3.00AM	8.25AM	9.15AM	10.00AM	6.40PM	11.50PM
2.2							
RIVER STA. TOWER	1.8						
0.6							
NAUD JCT.	1.2						
1.2							
TO-R LOS ANGELES	0.0						
(33.1)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over district…………………… Average speed per hour………………		(1.53) 15.50	(2.00) 14.60	(0.45) 13.60	(3.10) 9.85	(1.40) 17.52	(1.55) 15.23

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Burbank Jct., apply at end of double track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to (or beyond)	Train	At	Passengers to (or beyond)
77	Burbank	Santa Barbara	25	San Fernando	Port Costa, where scheduled stop
87	Newhall	West of Saugus			
59	Burbank	Mojave	25	Saugus	Fresno
59	San Fernando	Mojave and West	87	Los Angeles Yard	Deadhead Crews
59	Saugus	Fresno			

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
101	Any Station	El Paso.

LOS ANGELES SUBDIVISION.

EASTWARD

Time Table No. 149
November 14, 1926

Capacity Sidings in Car Lengths	THIRD CLASS					FIRST CLASS						Distance from San Francisco	
	96	244	94	132	92	46	2	4	104	12	102		
	Freight	Sunset Manifest Freight	Freight	Local Freight	Los Angeles Manifest Freight	Los Angeles Calexico Passenger	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Yard BKTWFP	11.00PM	7.15PM	6.00PM	6.00AM	2.00AM							479.8	TO-R LOS ANGELES YARD 2.1
IY	11.15	7.30	6.15	6.15	2.15							481.9	RIVER STATION TOWER 1.8
Yard BKYWTP						11.00PM	5.30PM	5.00PM	4.00PM	10.00AM	9.05AM	483.7	TO-R LOS ANGELES 1.2
I						11.06	5.36	5.06	4.06	10.06	9.11	482.5	NAUD JCT. 0.4
												482.4	MISSION JCT. 0.1
I												482.5	CROSSING A. T. & S. F. RY. 0.1
												482.6	CROSSING L. A. & S. L. RY. 2.0
						11.17	5.46	5.16	4.16	10.16	9.21	484.6	AURANT 3.1
E 67 W 70 P	11.40	7.55	6.35	6.35AM	2.40	f 11.23	5.53	5.21	f 4.23	10.22	9.26	487.7	TO SHORB 1.6
52	11.43	7.58	6.38		2.43	11.26	5.56					489.3	ALHAMBRA 1.3
66 P	11.46	8.01	6.41		2.46	11.28	5.58	5.25	4.27	10.26	9.30	490.6	SAN GABRIEL 2.6
51 P	11.51	8.06	6.46		2.51	11.32	6.02					493.2	SAVANNA 1.4
79 P	11.54	8.09	6.55		2.54	f 11.34	6.04	5.30	**4.36**	10.31	**9.35**	494.6	TO EL MONTE 0.4
												495.0	CROSSING P. E. RY. 2.3
96 PW	11.59PM	8.14	7.08		2.59	f 11.38	6.08	5.34	4.41	10.35	9.39	497.3	TO BASSETT 3.4
86 P	12.05AM	8.28	7.15		3.05	f 11.43	6.13		4.46			500.7	TO PUENTE 1.7
												502.4	PUENTE OIL SIDING 1.1
73 P	12.13	8.40	7.23		3.13	11.47	6.18	5.42	4.50	10.43	9.47	503.5	MARNE 3.3
60 P	12.23	8.55	7.34		3.23	f 11.53PM	6.24	5.47	4.56	10.47	9.51	506.8	TO WALNUT 3.9
75 P	**12.35**	9.11	7.46		**3.34**	f 12.01AM	6.31	5.53	5.03	**10.53**	9.56	510.7	SPADRA 3.6
Yard WTP	1.00	9.30	8.05		3.50	s **12.10**	f 6.40	6.00	f 5.12	11.02	10.03	514.3	TO POMONA 0.1
												514.4	CROSSING P. E. RY. 3.4
76 P	1.10	9.40	8.15		4.00	12.17	6.47	6.07	5.19	11.09	10.10	517.8	NAROD 2.4
107 P	1.19	9.48	8.23		**4.15**	s 12.23	f 6.54	6.12	5.26	11.15	10.15	520.2	TO ONTARIO 3.6
73 PW	1.26	9.55	8.30		4.36	f 12.29	7.00	6.18	5.32	11.21	**10.22**	523.8	TO GUASTI 2.3
												526.1	VIENTO (Spur) 1.4
82 P	1.34	10.03	8.38		4.48	f 12.34	7.05	6.23	5.37	11.26	10.27	527.5	ETIWA 2.2
60 PY	1.39	10.08	8.43		4.53	f 12.38	7.08	6.26	5.40	11.29	10.30	529.7	TO DECLEZ 2.4
73 P	1.48	**10.16**	8.51		5.03	12.42	7.12		5.44	11.33		532.1	AILSA 2.5
PI												534.6	CROSSING P. E. RY. 0.1
94 P	**1.55**	10.23	8.59		5.13	f 12.47	7.17	6.32	5.48	11.37	10.36	534.7	TO BLOOMINGTON 4.0
I												538.7	CROSSING A. T. & S. F. RY. 0.0
												538.7	CROSSING L. A. & S. L. RY. 0.3
Yard BKYWFTP	2.10AM	10.40PM	9.15PM		5.30AM	s 12.55AM	s 7.25PM	s 6.39PM	s 5.55PM	s 11.44AM	s 10.43AM	539.0	TO-R COLTON
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(9.2)
	(3.10) 18.69	(3.25) 17.32	(3.15) 18.21	(0.35) 15.34	(3.30) 16.34	(1.55) 30.36	(1.55) 30.36	(1.39) 35.27	(1.55) 30.36	(1.44) 33.57	(1.38) 35.63		....................Time Over District .... Average speed per hour

Double Track

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Shorb apply at end of double track.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
12	Pomona	Los Angeles

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or beyond
2	Any station	Yuma
12	Shorb, Pomona, Ontario	Niland
12	Any station	El Paso
102	Any station	El Paso
4	Any station	Hutchison
104	Any Station	Tucson

LOS ANGELES SUBDIVISION.

WESTWARD

Time Table No. 149

November 14, 1926

STATIONS	Distance from Colton	FIRST CLASS						THIRD CLASS		
		45	1	3	103	11	101	243	135	91
		Calexico and Los Angeles Passenger	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Sunset Manifest Freight	Local Freight	Los Angeles Manifest Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily **Ex. Sunday**	Arrive Daily
TO-R LOS ANGELES YARD 2.1	59.2							6.00AM	1.40PM	3.00AM
RIVER STATION TOWER 1.8	57.1							5.45	1.20	2.40
TO-R LOS ANGELES 1.2	58.2	s 6.00AM	s 7.35AM	s 9.30AM	s 10.25AM	s 12.01PM	s 5.20PM			
NAUD JCT. 0.4	57.0	5.52	7.27	9.22	10.17	11.53AM	5.12			
MISSION JCT. 0.1	56.6									
CROSSING A. T. & S. F. RY. 0.1	56.5									
CROSSING L.A.& S.L. RY. 2.0	56.4									
AURANT 3.1	54.4	5.38	7.13	9.08	10.03	11.40	4.58			
TO SHORB 1.6	51.3	f 5.31	7.06	9.02	f 9.55	f 11.33	4.52	5.21	1.00PM	2.15
ALHAMBRA 1.3	49.7	f 5.24	7.02	8.58	9.49	11.28	4.47	5.17		2.10
SAN GABRIEL 2.6	48.4	f 5.21	7.00	8.56	f 9.45	11.25	4.44	5.12		2.05
SAVANNA 1.4	45.8	f 5.14	6.54	8.51	9.38	11.20	4.38	5.05		1.55
TO EL MONTE 0.4	44.4	f 5.11	6.52	8.49	f **9.35**	11.18	**4.36**	4.56		1.50
CROSSING P. E. RY. 2.3	44.0									
TO BASSETT 3.4	41.7	f 5.05	6.48	8.45	9.26	11.13	4.32	4.40		1.40
TO PUENTE 1.7	38.3	f 4.59	6.43	8.40	f 9.21	11.08	4.27	4.25		1.27
PUENTE OIL SIDING 1.1	36.6									
MARNE 3.3	35.5	4.52	6.38	8.35	9.16	11.04	4.23	4.10		1.13
TO WALNUT 3.9	32.2	f 4.47	6.33	8.30	9.11	10.59	4.18	3.55		12.58
SPADRA 3.6	28.3	f 4.40	6.27	8.23	9.05	**10.53**	4.12	**3.34**		**12.35**
TO POMONA 0.1	24.7	f 4.33	6.20	8.16	8.58	f 10.43	4.05	3.15		**12.10**AM
CROSSING P. E. RY. 3.4	24.6									
NAROD 2.4	21.2	f 4.22	6.11	8.08	8.50	10.34	3.57	2.58		11.36PM
TO ONTARIO 3.6	18.8	f **4.15**	6.06	8.03	8.45	f 10.29	3.52	2.46		11.20
TO GUASTI 2.3	15.2	f 4.05	6.00	7.57	8.39	f **10.22**	3.46	2.35		10.56
VIENTO (Spur) 1.4	12.9									
ETIWA 2.2	11.5	f 3.58	5.54	7.52	8.34	10.15	3.41	2.22		10.38
TO DECLEZ 2.4	9.3	f 3.54	5.51	7.49	8.31	10.12	3.38	2.17		10.30
AILSA 2.5	6.9	3.49	5.48	7.46	8.28	10.09	3.35	2.11		**10.16**
CROSSING P. E. RY. 0.1	4.4									
TO BLOOMINGTON 4.0	4.3	f 3.45	5.44	7.42	8.24	10.05	3.31	**1.55**		9.55
CROSSING A. T. & S. F. RY. 0.0	0.3									
CROSSING L.A.&S.L.RY. 0.3	0.3									
TO-R COLTON	0.0	3.35AM	5.35AM	7.33AM	8.15AM	9.57AM	3.23PM	1.35AM		9.30PM
(59.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily **Ex. Sunday**	Leave Daily
Time over district		(2.25)	(2.00)	(1.57)	(2.10)	(2.04)	(1.57)	(4.25)	(0.40)	(5.30)
Average speed per hour		24.08	2 9.10	29.84	26.86	28.16	29.84	13.11	8.85	10.76

Double Track

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1	Any Station	El Paso
1	Ontario-Pomona-Shorb	Yuma
1	Puente El Monte	Yuma
11	Any Station	El Paso
101 & 103	Any Station	Tucumcari-San Antonio
3	Any Station	Hutchison

ADDITIONAL STOPS TO RECEIVE PASSENGERS

Train	At	Passengers for or Beyond
1, 101	Ontario, Pomona	Santa Barbara and West

Westward trains are superior to trains of the same class in the opposite direction.
Schedule time and train orders at Shorb apply at end of double track.

COLTON SUBDIVISION.

EASTWARD

Time Table No. 149

November 14, 1926

Capacity Sidings in Car Lengths	THIRD CLASS	SECOND CLASS		FIRST CLASS						Distance from San Francisco			
	92	126	244	2	4	104	12	102	46				
	Los Angeles Manifest Freight	Freight	Sunset Manifest Freight	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited	Los Angeles Calexico Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
Yard BKYWFPT	6.00 AM	11.30 PM	12.01 AM	7.30 PM	6.44 PM	6.00 PM	11.49 AM	10.48 AM	1.00 AM	539.0		TO-R	COLTON 0.0
										539.0	Block Signals		Crossing P. E. Ry. 3.6
79 P	6.12	11.41	12.12	7.36	6.50	6.06	11.55	10.54	f 1.06	542.6			LOMA LINDA 1.9
71 P	6.20	11.53 PM	**12.25**	7.40	6.54	6.10	11.59 AM	10.58	f 1.10	544.5		TO	BRYN MAWR 1.8
71 P	6.26	**12.01 AM**	**12.31**	7.44	6.57	f 6.14	12.04 PM	11.01	f 1.14	546.3			REDLANDS 2.8
E 71 W 71 P	6.40	12.13	**12.43**	**7.53**	7.05	6.23	12.12	11.09	f 1.22	549.1			ORDWAY 3.6
E 71 W 74 PW	**7.05**	12.26	12.56	8.03	**7.15**	6.33	12.22	11.19	f 1.33	552.7		TO	EL CASCO 2.7
77 P	**7.34**	12.38	1.09	8.10	7.21	**6.40**	12.29	11.25	1.39	555.4			HAIG 1.8
71 P	7.49	12.48	1.19	8.15	7.26	6.45	12.34	11.30	f 1.44	557.2			HINDA 2.5
73 P	8.01	12.59	1.31	8.24	7.34	6.54	12.42	11.38	1.52	559.7			NICKLIN 2.3
Yard WYFPK	8.35	1.22	**1.57** **2.22**	f 8.33	7.41	f 7.02	f 12.50	11.45	s **2.02**	562.0		TO-R	BEAUMONT 3.5
81 P	**9.01**	1.34	2.34	8.39	7.47	7.08	12.56	11.51	**2.09**	565.5			PERSHING 2.7
120 P	9.19	**1.59**	2.43	f 8.45	7.52	7.13	1.02	11.56 AM	s 2.16	568.2		TO	BANNING 3.3
72 P	9.30	2.10	2.54	8.50	7.57	7.18	1.07	12.01 PM	2.21	571.5			OWL 2.6
E 71 W 71 PW	9.49	**2.25**	3.19	8.54	8.01	7.22	1.11	12.05	f **2.25**	574.1		TO	CABAZON 2.1
77 P	9.56	2.37	3.30	8.58	8.05	7.26	1.15	12.09	2.29	576.2			MONS 2.4
70 P	10.04	2.45	**3.58**	9.02	8.09	7.30	1.19	12.13	2.33	578.6			FINGAL 4.0
E 70 W 70 PW	10.35	2.59	4.18	**9.08**	8.15	7.36	1.25	12.19	f 2.39	582.6		TO	PALM SPRINGS 2.8
76 P	10.53	3.09	4.35	9.13	8.20	7.41	**1.34**	12.24	f 2.44	585.4			HUGO 2.7
E 72 W 75 PYW	11.12	**3.33**	4.54	9.20	**8.25**	7.46	1.39	12.29	f 2.49	588.1		TO	GARNET 3.5
72 P	11.21	3.47	5.03	9.25	8.30	**7.51**	1.44	12.34	2.54	591.6			SALVIA 3.5
71 P	11.30	4.00	**5.22**	9.30	8.35	7.56	1.49	12.39	2.59	595.1			RIMLON 3.9
71 P	11.50	4.20	**5.45**	9.35	8.40	8.01	1.54	12.44	f 3.04	599.0		TO	EDOM 2.5
72 P	11.56 AM	4.26	5.52	9.39	8.44	8.05	1.58	12.48	f **3.08**	601.5			DRY CAMP 5.0
72 P	12.19 PM	4.38	6.04	9.46	8.50	8.11	2.04	**12.55**	f 3.16	606.5			MYOMA 4.4
Yard BKWYFP	12.30 PM	4.49 AM	6.15 AM	s 9.55 PM	s 8.58 PM	s 8.20 PM	s 2.11 PM	s 1.03 PM	s 3.25 AM	610.9		TO-R	INDIO
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(71.9)
	(6.30) 11.06	(5.19) 13.52	(6.14) 12.60	(2.25) 29.75	(2.14) 32.19	(2.20) 30.81	(2.22) 30.38	(2.15) 31.95	(2.25) 29.75				.... Time over district .... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to or Beyond
2 & 12	Redlands	Points where scheduled stop
2	Any Station	Phoenix
2, 12, 102	Any Station	El Paso
102	Any Station	El Paso
12	Banning	Niland
4	Any Station	Hutchison
104	Any Station	Tucson

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from or Beyond
102	Redlands	West of Los Angeles
12	Redlands Banning	Los Angeles
12	Palm Springs	Los Angeles and Express

COLTON SUBDIVISION.

Time Table No. 149

November 14, 1926

WESTWARD

Block Signals

	STATIONS		Distance from Indio	FIRST CLASS						THIRD CLASS	
				45 Calexico Los Angeles Passenger	1 Californian	3 Golden State Limited	103 Argonaut	11 Apache	101 Sunset Limited	91 Los Angeles Manifest Freight	243 Sunset Manifest Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R	COLTON	0.0	71.9	s 3.20 AM	s 5.30 AM	s 7.28 AM	s 8.10 AM	s 9.52 AM	s 3.18 PM	8.30 PM	12.50 AM
	CROSSING P. E. RY.	3.6	71.9								
	LOMA LINDA	1.9	68.3	f 3.12	5.24	7.22	f 8.02	9.46	3.12	8.18	12.35
TO	BRYN MAWR	1.8	66.4	f 3.07	5.20	7.19	f 7.57	9.43	3.09	8.11	**12.25**
	REDLANDS	2.8	64.6	f 3.02	5.17	7.16	f 7.53	9.40	3.06	8.05	**12.01** AM
	ORDWAY	3.6	61.8	f 2.55	5.11	7.11	7.45	9.33	3.01	**7.53**	11.45 PM
TO	EL CASCO	2.7	58.2	f 2.46	5.05	**7.05**	7.39	9.27	2.55	**7.15**	11.23
	HAIG	1.8	55.5	2.38	5.00	7.00	**7.34**	9.22	2.50	**6.40**	11.14
	HINDA	2.5	53.7	f 2.33	4.57	6.57	7.31	9.19	2.47	6.25	11.07
	NICKLIN	2.3	51.2	2.27	4.53	6.53	7.27	9.15	2.43	6.16	10.58
TO-R	BEAUMONT	3.5	48.9	s 2.22	f 4.49	6.49	s 7.23	f 9.11	2.39	6.08	10.50
	PERSHING	2.7	45.4	**2.09**	4.39	6.41	7.13	**9.01**	2.32	5.46	10.35
TO	BANNING	3.3	42.7	s **1.59**	f 4.31	6.34	s 7.05	8.53	2.24	5.33	10.22
	OWL	2.6	39.4	1.48	4.22	6.23	6.55	8.43	2.15	5.19	10.10
TO	CABAZON	2.1	36.8	f 1.39	4.14	6.16	6.47	8.35	2.07	5.04	9.55
	MONS	2.4	34.7	1.30	4.06	6.09	6.39	8.27	2.00	4.42	9.35
	FINGAL	4.0	32.3	1.22	**3.58**	6.02	6.31	8.19	1.52	4.30	9.23
TO	PALM SPRINGS	2.8	28.3	f 1.12	3.49	5.53	6.22	8.10	1.42	4.15	**9.08**
	HUGO	2.7	25.5	f 1.01	3.41	5.45	6.14	8.01	**1.34**	4.00	8.43
TO	GARNET	3.5	22.8	s 12.52	**3.33**	5.37	6.06	7.53	1.26	3.45	**8.25**
	SALVIA	3.5	19.3	12.44	3.23	5.27	5.56	7.43	1.16	3.22	**7.51**
	RIMLON	3.9	15.8	12.35	3.17	**5.22**	5.50	7.37	1.11	3.08	7.27
TO	EDOM	2.5	11.9	f 12.26	3.12	5.17	**5.45**	7.32	1.06	2.57	7.16
	DRY CAMP	5.0	9.4	f 12.21	**3.08**	5.13	5.40	7.28	1.02	2.44	7.04
	MYOMA	4.4	4.4	f 12.14	3.01	5.07	5.34	7.21	**12.55**	2.31	6.51
TO-R	INDIO		0.0	12.05 AM	2.53 AM	5.00 AM	5.26 AM	7.13 AM	12.45 PM	2.15 PM	6.35 PM
	(71.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			(3.15)	(2.37)	(2.28)	(2.44)	(2.39)	(2.33)	(6.15)	(6.15)
	Average Speed per hour			24.17	27.47	29.13	26.30	27.13	28.06	13.69	13.69

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
1, 11	Any Station	El Paso
103 & 101	Any Station	Tucumcari, San Antonio
1	Redlands	Phoenix
101	Redlands	El Paso
3	Any Station	Hutchison
11	Banning, Redlands	Niland

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers for or Beyond
101	Redlands	Santa Barbara and West
1 & 11	Redlands	Any point scheduled stop
103	Cabazon	For revenue passengers for points where scheduled stop
11	Banning	Los Angeles
11	Palm Springs	Los Angeles and Express

INDIO SUBDIVISION.

EASTWARD

Time Table No. 149

November 14, 1926

Capacity Sidings in Car Lengths		THIRD CLASS			SECOND CLASS		FIRST CLASS						Distance from San Francisco	Block Signals		STATIONS	
		92 Los Angeles Manifest Freight	**244** Sunset Manifest Freight	**148** Inter-Cal. Passenger	**128** Freight	**126** Freight	**2** Californian	**4** Golden State Limited	**104** Argonaut	**12** Apache	**102** Sunset Limited	**46** Los Angeles Calexico Passenger					
		Leave Daily	Leave Daily	Leave Daily	Lerve Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard	BKYWFP	**2.30**PM	**7.08** AM		6.15 AM	**5.21** AM	10.00PM	9.03PM	8.25PM	2.16PM	1.08PM	3.30AM	610.9	Block Signals	TO-R	INDIO	3.5
84	P	2.48	7.18		6.24	5.30	10.08	9.11	f 8.33	2.24	1.16	s 3.39	614.4		TO	COACHELLA	3.6
59	P	3.00	7.25		6.31	5.37	10.13	9.16	f 8.40	2.29	1.21	s 3.46	618.0		TO	THERMAL	6.1
153	PW	3.18	7.36		**6.47**	5.48	10.21	9.24	f 8.49	2.37	1.29	s 3.55	624.1		TO	MECCA	4.7
71	P	**3.31**	7.48		6.57	5.57	10.27	9.30	8.55	2.43	1.35	f 4.02	628.8			CALEB	4.5
71	P	3.40	7.58		7.05	6.05	10.33	9.36	9.01	2.49	1.41	f 4.10	633.3			MORTMAR	4.5
71		**3.50**	8.08		7.13	6.13	**10.39**	9.42	9.07	2.55	1.47	f **4.21**	637.8		TO	SALTON	4.3
71	P	4.10	8.26		7.21	**6.25**	10.46	9.49	9.14	3.02	1.54	f **4.30**	642.1			DURMID	4.7
72	P	4.20	8.52		7.40	6.44	10.52	9.55	9.20	**3.08**	2.00	f 4.39	646.8		TO	BERTRAM	4.3
72	P	4.29	9.16		7.48	6.52	10.58	10.01	9.26	3.14	2.06	f 4.48	651.1			POPE	4.5
71	P	4.38	9.26		7.56	7.00	11.04	**10.07**	9.32	3.20	2.12	f 4.57	655.6			FRINK	4.5
71	P	4.47	**9.49**		8.04	7.08	11.10	10.13	9.38	3.26	**2.18**	f 5.06	660.1			WISTER	3.4
73	P	4.55	9.58		8.10	7.14	11.16	10.18	9.43	3.31	2.23	f 5.14	663.5			MUNDO	4.0
Yard	BKYWFP	5.44	10.35		8.30	7.30	s 11.26	s 10.27	s **9.48** 9.58	s 3.36PM	s 2.32	s 5.23AM	667.5		TO-R	NILAND	4.2
70	P	6.00	10.58		8.45	7.45	11.34	10.34	10.04	(Runs via Calexico.) (See page 14)	2.39		671.7			FLOWING WELL	2.7
122	P	6.10	**11.08**		**8.58**	7.58	11.40	10.40	10.09		2.44		674.4			IRIS	4.1
72	P	6.31	11.30AM		9.08	8.08	11.45	10.45	10.15		2.49		678.5			TORTUGA	4.9
	Y												683.4			AMOS WYE	1.2
71	W	6.52	**12.14** PM		9.31	**8.30**	f 11.54PM	10.53	10.24		2.57		684.6		TO	AMOS	5.5
73	P	7.07	12.29		9.44	8.43	12.02AM	11.00	10.32		3.04		690.1			ACOLITA	5.5
72	P	7.32	12.45		9.54	8.53	12.09	11.07	10.40		3.11		695.6			MESQUITE	2.5
85	P	7.51	1.00		9.59	8.58	12.13	11.10	10.44		3.14		698.1			GLAMIS	4.9
71	P	8.08	1.12		10.08	9.07	12.20	11.16	10.50		3.20		703.0			RUTHVEN	6.4
71	P	8.31	1.28		**10.24**	9.18	12.28	11.24	10.58		3.28		709.4			DRYLYN	2.9
71	P	8.40	1.37		10.30	9.24	**12.38**	11.28	11.02		3.32		712.3			CACTUS	4.3
86	P	8.51	1.48		**10.54**	9.45	f 12.46	11.34	11.08		3.38		716.6		TO	OGILBY	6.1
71	P	9.10	2.10		11.05	**10.07**	12.54	11.42	11.16		3.46		722.7			KNOB	3.4
	P	9.25	2.27	10.54AM	11.12	10.15	1.01	11.49	11.23	6.50PM	3.53		726.1		TO-R	ARAZ JUNCTION (No Siding)	0.9
71	P	9.30	2.30	10.58	11.15	**10.18**	1.03	11.51 PM	11.25	6.52	3.55		727.0			ARAZ	4.9
													731.9			COLORADO (Spur)	0.8
Yard	BKTYWF	10.00PM	3.00PM	s 11.10AM	11.30AM	10.35AM	s, 1.15AM	s 12.01AM	s 11.40PM	s 7.05PM	s 4.05PM		732.7		TO-R	YUMA	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(121.8)	
		(7.30) 16.24	(7.52) 15.48	(0.16) 24.75	(5.15) 23.20	(5.14) 23.27	(3.15) 38.46	(2.58) 41.05	(3.15) 38.46	(4.49) 35.74	(2.57) 41.28	(1.53) 30.05	........................Time over district ....Average speed per hour				

Westward trains are superior to trains of the same class in the opposite direction.

Gauntlet track Colorado River Bridge, Yuma, normal position switch west end, for eastward track.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or Beyond
2	Any Station	Phoenix
2, 12	Any Station	El Paso
102	Any Station	El Paso
4	Any Station	Hutchison
104	Any Station	Tucson
12	Mecca	Niland

INDIO SUBDIVISION.

WESTWARD

Time Table No. 149

November 14, 1926

STATIONS	Distance from Yuma	FIRST CLASS						THIRD CLASS		
		1 Californian	103 Argonaut	3 Golden State Limited	11 Apache	101 Sunset Limited	45 Calexico Los Angeles Passenger	91 Los Angeles Manifest Freight	243 Sunset Manifest Freight	147 Inter. Cal. Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R INDIO 3.5	121.8	s 2.48 AM	s **5.21** AM	s 4.55 AM	s **7.08** AM	s 12.40 PM	s 11.48 PM	1.00 PM	5.30 PM	
TO COACHELLA 3.6	118.3		f 5.13		7.00	12.32	s 11.40	12.45	5.10	
TO THERMAL 6.1	114.7		f 5.05			12.27	s 11.22	12.35	4.55	
TO MECCA 4.7	108.6	2.30	4.56	4.37	**6.47**	**12.19**	s 11.07	**12.19** PM	4.40	
CALEB 4.5	103.9		4.49			12.13	f 10.56	11.57 AM	4.12	
MORTMAR 4.5	99.4		4.43	4.26	6.36	12.07	f 10.48	11.40	3.59	
TO SALTON 4.3	94.9	2.13	4.37	**4.21**		12.01 PM	f **10.39**	11.25	**3.50**	
DURMID 4.7	90.6		**4.30**		**6.25**	11.54 AM	f 10.29	11.02	3.30	
TO BERTRAM 4.3	85.9		4.20			11.48	f 10.22	10.46	**3.08**	
POPE 4.5	81.6	1.57	4.14	4.05		11.42	f 10.15	10.26	2.50	
FRINK 4.5	77.1		4.08		6.09	11.36	f **10.07**	10.06	2.35	
WISTER 3.4	72.6		4.01			11.30	f 9.58	**9.49**	**2.18**	
MUNDO 4.0	69.2		3.55	3.50		11.25	f 9.53	9.37	1.50	
TO-R NILAND 4.2	65.2	s 1.37	s **3.50** **3.35**	**3.45**	5.55 AM	s 11.20	**9.48** PM	9.25	1.25	
FLOWING WELL 2.7	61.0		3.27	3.39	(Runs via Calexico.) (See Page 14.)			9.04	12.50	
IRIS 4.1	58.3		3.23			**11.08**		**8.58**	12.36	
TORTUGA 4.9	54.2		3.18			11.03		8.45	12.28	
AMOS WYE 1.2	49.3									
TO AMOS 5.5	48.1	1.12	3.10			10.55		**8.30**	**12.14** PM	
ACOLITA 5.5	42.6		3.03	3.16		10.48		8.03	11.59 AM	
MESQUITE 2.5	37.1		2.56			10.41		7.53	11.49	
GLAMIS 4.9	34.6	f 12.56	2.53			10.38		7.47	11.43	
RUTHVEN 6.4	29.7		2.47	3.00		10.32		7.27	11.23	
DRYLYN 2.9	23.3		2.39			**10.24**		7.15	11.12	
CACTUS 4.3	20.4	**12.38**	2.35					7.09	11.05	
TO OGILBY 6.1	16.1	f 12.32	2.29			10.15		7.00	**10.54**	
KNOB 3.4	10.0	12.23	2.21	2.36		**10.07**		6.40	10.36	
TO-R ARAZ JUNCTION 0.9 (No Siding)	6.6	12.16	2.13		2.55 AM	10.01		6.19	10.21	s 1.05 PM
ARAZ 4.9	5.7	12.14	2.11	2.29	2.51	**9.59**		6.16	**10.18** **9.54**	1.00
COLORADO (Spur) 0.8	0.8									
TO-R YUMA	0.0	12.05 AM	2.00 AM	2.20 AM	2.40 AM	9.50 AM		6.00 AM	9.00 AM	12.45 PM
(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(2.43)	(3.21)	(2.35)	(4.28)	(2.50)	(2 00)	(7.00)	(8.30)	(0.20)
Average speed per hour		44.84	36.35	47.14	45.36	43.76	28.30	17.40	14.32	19.80

Westward trains are superior to trains of the same class in the opposite direction.

Gauntlet track Colorado River Bridge, Yuma, normal position switch west end, for eastward track.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
1, 11	Any Station	El Paso
101	Any Station	Tucumcari, San Antonio
3	Any Station	Hutchison
11	Mecca	Niland

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	
1	Amos	Revenue Passengers Only
11	Mecca Thermal Coachella	Express Monday and Thursday

SANTA BARBARA SUBDIVISION.

EASTWARD								WESTWARD		
		FIRST CLASS				Time Table No. 149 November 14, 1926		FIRST CLASS		
Capacity Sidings in Car Lengths		36 Ventura Los Angeles Passenger	34 Oxnard and Los Angeles Passenger	Distance from San Francisco			Distance from Saugus	35 Los Angeles Ventura Passenger	37 Los Angeles and Oxnard Passenger	
		Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	
48 PY		2.22 PM	7.03 AM	403.2	TO-R	MONTALVO 4.4	45.5	s 9.58 AM	s 7.49 PM	
64 P		s 2.30	s 7.10	407.6	TO	SATICOY 3.4	41.1	s 9.50	s 7.41	
19				411.0		LIMCO 0.3	37.7			
37 P		f 2.36	f 7.16	411.3		HAINES 2.0	37.4	f 9.43	f 7.34	
				413.3		TEPIC (Spur) 0.7	35.4			
15				414.0		BLANCHARDS 0.7	34.7			
51 PW		s 2.47	s 7.25	414.7	TO	SANTA PAULA 1.2	34.0	s 9.35	s 7.26	
				415.9		KEVET (Spur) 5.3	32.8			
				421.2		KEITH (Spur) 0.6	27.5			
24 P		f 2.58	f 7.35	421.8		SESPE 1.1	26.9	f 9.25	f 7.16	
		f	f	422.9		BROWNSTONE (Spur) 1.6	25.8	f	f	
Yard KP		s 3.05	s 7.41	424.5	TO	FILLMORE 2.3	24.2	s 9.20	s 7.11	
				426.8		WILSHIRE (Spur) 1.4	21.9			
37 P		f 3.12	f 7.47	428.2		CAVIN 1.0	20.5	f 9.12	f 7.03	
				429.2		CATES (Spur) 0.7	19.5			
23		f 3.15	f 7.50	429.9		BUCKHORN 1.9	18.8	f 9.08	f 6.59	
37 PW		s 3.22	s 7.56	431.8	TO	PIRU 2.5	16.9	s 9.03	f 6.54	
23		f 3.29	f 8.03	434.3		CAMULOS 4.1	14.4	f 8.55	f 6.46	
38 P		f 3.38	f 8.12	438.4		KEMP 2.6	10.3	f 8.46	f 6.37	
		f	f	441.0		DEL VALLE (No Siding) 3.1	7.7	f	f	
39 P		f 3.48	f 8.21	444.1		CASTAIC 1.1	4.6	f 8.37	f 6.28	
19				445.2		OBERG 2.7	3.8			
23				447.9		PARDEE 0.8	0.8			
82 BKFWY		s 3.56 PM	s 8.29 AM	448.7	TO-R	SAUGUS	0.0	8.29 AM	6.20 PM	
		Arrive Daily	Arrive Daily			(45.5)		Leave Daily	Leave Daily	
		(1.34)	(1.26)			Time over district		(1.29)	(1.29)	
		27.97	31.74			Average speed per hour		30.67	30.67	

SANTA BARBARA SUBDIVISION.

EASTWARD							WESTWARD	
		SECOND CLASS			Time Table No. 149 November 14, 1926		SECOND CLASS	
Capacity Sidings in Car Lengths		118 Mixed	Distance from San Francisco			Distance from Ventura Junc.	121 Mixed	
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	
17 PWFT		12.10 PM	412.3	TO-R	OJAI 1.2	15.0	s 11.35 AM	
		f	411.1		MATILIJA (Spur) 2.2	13.8	f	
		f	408.9		TICO (Spur) 2.1	11.6	f	
10		f	406.8		OAKVIEW 1.7	9.5	f	
		f	405.1		LACROSS (Spur) 2.2	7.8	f	
		f	402.9		CANET 0.5	5.6	f	
		f	402.4		WELDONS (Spur) 1.6	5.1	f	
10		f 1.05	400.8		ORTONVILLE 0.5	3.5	f 10.55	
		f	400.3		WADSTROM (Spur) 1.3	3.0	f	
		f	399.0		CHRISMAN (Spur) 1.3	1.7	f	
		f	397.7		MAIN STREET (Spur) 0.4	0.4	f	
		s 1.30 PM	397.3	R	VENTURA JCT.	0.0	10.44 AM	
		Arrive Daily Ex. Sunday			(15.0)		Leave Daily Ex. Sunday	
		(1.20)			Time over district		(0.51)	
		17.64			Average speed per hour		17.64	

All trains stop on signal at Foster Memorial Park.

SANTA BARBARA SUBDIVISION.

EASTWARD								WESTWARD	
Capacity Sidings in Car Lengths				Distance from San Francisco		Time Table No. 149 November 14, 1926 STATIONS	Distance from Burbank		
E90 W53 PW				445.5	TO	CHATSWORTH 3.6	21.3		
				449.1		Crossing P. E. Ry. 0.1	17.7		
37				449.2	TO	OWENSMOUTH 4.2	17.6		
37				453.4		RESEDA 2.0	13.4		
33				455.4		ENCINO 3.0	11.4		
				458.4		Crossing P. E. Ry. 0.0	8.4		
39				458.4		VAN NUYS 1.5	8.4		
38				459.9		KESTER 1.3	6.9		
6				461.2		GARNSEY 1.6	5.6		
7				462.8		LANKERSHIM 1.1	4.0		
				463.9		LAPACO (Spur) 0.7	2.9		
				464.6		MACNEIL (Spur) 2.2	2.2		
130 WY				466.8		BURBANK	0.0		
						(21.3)			

Service by Extra Trains Only.

Westward trains are superior to trains of the same class in the opposite direction.

LOS ANGELES SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD SECOND CLASS 132 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 149 November 14, 1926 STATIONS	Distance from Pasadena	WESTWARD THIRD CLASS 133 Local Freight Arrive Daily Ex. Sunday
East 67 West 70 P	6.40AM	487.7	TO-R SHORB 0.8	4.8	8.30AM
		488.5	CROSSING P. E. RY. 1.0	4.0	
I		489.5	CROSSING P. E. RY. 0.4	3.0	
		489.9	SO. PASADENA 0.7	2.6	
23		490.6	GARFIELD AVE. 0.6	1.9	
15		491.2	RAYMOND HOTEL 0.0	1.3	
		491.2	CROSSING A. T. & S. F. RY. 1.3	1.3	
Yard WP	7.05AM	492.5	TO-R PASADENA	0.0	8.10AM
	Arrive Daily Ex. Sunday		(4.8)		Leave Daily Ex. Sunday
	(0.25)		Time over district		(0.20)
	11.15		Average speed per hour		14.40

LOS ANGELES SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 149 November 14, 1926 STATIONS	Distance from End of Track	WESTWARD
East 67 West 70 P		487.7	TO-R SHORB 1.0	14.0	
		488.7	CROSSING P. E. RY. 0.8	13.0	
19		489.5	NORTH ALHAMBRA 0.6	12.2	
18		490.1	EAST ALHAMBRA 1.6	11.6	
41		491.7	SAN MARINO 1.2	10.0	
		492.9	SUNNYSLOPE (Spur) 2.0	8.8	
		494.9	PARADA (Spur) 1.6	6.8	
20		496.5	ARCADIA 0.1	5.2	
I		496.6	CROSSING A. T. & S. F. RY. 1.6	5.1	
52 W		498.2	TO MONROVIA 1.9	3.5	
21 TW		500.1	TO-R DUARTE 1.5	1.6	
		501.6	RIVAS 0.1	0.1	
59		501.7	END OF TRACK	0.0	
			(14.0)		

Service by Extras only

LOS ANGELES SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 149 November 14, 1926 STATIONS		Distance from Pomona	WESTWARD
96 PW		497.3	TO-R BASSETT 3.6		17.8	
34		500.9	BALDWIN PARK 0.1	Staff System	14.2	
		501.0	CROSSING P. E. RY. 0.4		14.1	
28		501.4	ORUSHTON 0.3		13.7	
3		501.7	WITHAM 0.6		13.4	
33		502.3	IRWINDALE 0.7		12.8	
		503.0	LATEEN (Spur) 1.1		12.1	
25		504.1	AZUSA AVENUE 1.0		11.0	
Yard PW		505.1	TO COVINA 1.6		10.0	
9		506.7	SAVOY 0.7		8.4	
27		507.4	CHARTER OAK 1.1		7.7	
		508.5	CRSG. P.E.RY. LONE HILL 1.0	Staff System	6.6	
38		509.5	SAN DIMAS 2.4		5.6	
57		511.9	LA VERNE 1.0		3.2	
		512.9	HOBBS (Spur) 0.4		2.2	
		513.3	GANESHA JCT. 0.6		1.8	
		513.9	CROSSING P. E. RY. 0.6		1.2	
		514.5	CROSSING P. E. RY. 0.6		0.6	
Yard PTW		515.1	TO-R POMONA		0.0	
			(17.8)			

Service by Extras Only

LOS ANGELES SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD SECOND CLASS 138 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 149 November 14, 1926 STATIONS	Distance from Ontario	WESTWARD SECOND CLASS 139 Local Freight Arrive Daily Ex. Sunday
Yard PTW	8.00AM	514.3	TO-R POMONA 1.1	10.8	10.20AM
I		515.4	CROSSING L. A. & S. L. RY. 0.3	9.7	
		515.7	CROSSING P. E. RY. 4.3	9.4	
Yard W	8.30	520.0	CHINO 2.4	5.1	9.50
		522.4	EUCLID AVENUE (Spur) 2.6	2.7	
I		525.0	CROSSING L. A. & S. L. RY. 0.1	0.1	
107 P	9.00AM	525.1	TO-R ONTARIO	0.0	9.20AM
	Arrive Daily Ex. Sunday		(10.8)		Leave Daily Ex. Sunday
	(1.00)		Time over district		(1.00)
	10.80		Average speed per hour		10.80

LOS ANGELES SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD SECOND CLASS 152 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 149 November 14, 1926 STATIONS	Distance from Riverside	WESTWARD THIRD CLASS 153 Local Freight Arrive Daily Ex. Sunday
Yard BKWYFPT	4.30PM	539.0	Block Signals	TO-R COLTON 2.2	7.2	6.15PM
		541.2		GRAND TERRACE (Spur) 1.1	5.0	
98 P	4.50	542.3		HIGHGROVE 1.0	3.9	5.50
24		543.3		ORANGE CENTER 0.7	2.9	
I		544.0		CROSSING A. T. & S. F. RY. 1.4	2.2	
	5.05	545.4		RIVERSIDE JCT. 0.0	0.8	5.40
I		545.4		CROSSING L. A. & S. L. RY. 0.8	0.8	
Yard P	5.15PM	546.2		R RIVERSIDE	0.0	5.30PM
	Arrive Daily Ex. Sunday			(7.2)		Leave Daily Ex. Sunday
	(0.45)			Time over district		(0.45)
	9.60			Average speed per hour		9.60

LOS ANGELES SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD	Distance from San Francisco		Time Table No. 149 November 14, 1926 STATIONS	Distance from San Bernardino	WESTWARD
Yard BKWYFPT		539.0	Block Signals	TO-R COLTON 3.0	3.2	
I		542.0		CROSSING A. T. & S. F. RY. 0.2	0.2	
Yard WY		542.2		R SAN BERNARDINO	0.0	
				(3.2)		

Service by Extras Only

COLTON SUBDIVISION

Capacity Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 149 November 14, 1926 STATIONS	Distance from Greenspot	WESTWARD
73		544.5	TO-R BRYN MAWR 0.5	8.7	
		545.0	MOTOR JCT. 2.8	8.2	
Yard W		547.8	REDLANDS, 2D STREET 0.1	5.4	
		547.9	CROSSING P. E. RY. 1.3	5.3	
		549.2	EASTBERNE (Spur) 0.7	4.0	
		549.9	WARNER (Spur) 0.6	3.3	
3		550.5	MENTONE 0.9	2.7	
Yard Y		551.4	R CRAFTON 1.8	1.8	
		553.2	GREENSPOT (Spur)	0.0	
			(8.7)		

Service by Extras Only

Westward trains are superior to trains of the same class in the opposite direction.

INDIO SUBDIVISION.

	EASTWARD									WESTWARD				
Capacity sidings in car lengths	THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 149 November 14, 1926	Distance from Calexico	FIRST CLASS			THIRD CLASS	
	158 Local Freight	52 S. D. & A. Mixed	12 Apache	150 S. D. & A. Passenger	46 Los Angeles and Calexico Passenger					11 Apache	149 S. D. & A. Passenger	45 Calexico and Los Angeles Passenger	159 Local Freight	51 S. D. & A. Mixed
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard BKWYFP	6.00AM		3.40PM		5.30AM	667.5	TO-R	NILAND	41.0	s 5.50AM		s 9.30PM	2.13PM	
77 P	6.15		f 3.47		f 5.41	672.0		4.5 ESTELLE	36.5	f 5.41		f 9.22	1.50	
Yard PY	7.05		s 3.55		s 5.51	675.7	TO	3.7 CALIPATRIA	32.8	s 5.34		s 9.14	1.18	
77 P	7.53		f 3.58		f 5.55	676.9		1.2 BERNICE	31.6	f 5.28		f 9.07	12.50	
32 P	8.05		f 4.04		f 6.02	681.0		4.1 ROCKWOOD	27.5	f 5.21		f 8.59	12.28PM	
Yard KWP	9.30		s 4.17		s 6.21	686.2	TO	5.2 BRAWLEY	22.3	s 5.14		s 8.50	11.59AM	
82 P	9.50		f 4.23		f 6.29	690.3		4.1 GRAPE	18.2	f 5.04		f 8.27	10.35	
Yard WP	**10.15**		s 4.31		s 6.44	695.6	TO	5.3 IMPERIAL	12.9	s 4.57		s 8.19	**10.15**	
Yard BKPY	11.34	6.05AM	s 4.50	4.40PM	s 7.05	699.4	TO-R	3.8 EL CENTRO	9.1	s 4.47	s 6.00AM	s 8.10	9.45	7.55PM
78 P	11.45	f 6.18	s 5.00	f 4.48	s 7.18	704.0		4.6 HEBER	4.5	s 4.38	f 5.52	s 7.55	9.17	f 7.42
Yard BKWYFP	11.55AM	s 6.30AM	s 5.10PM	s 4.55PM	s 7.30AM	708.5	TO-R	4.5 CALEXICO	0.0	4.30AM	5.45AM	7.45PM	8.55AM	s 7.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(5.55) 6.93	(0.25) 21.84	(1.30) 27.33	(0.15) 36.40	(2.00) 20.50			Time over District Average speed per hour		(1.20) 30.75	(0.15) 36.40	(1.45) 23.43	(5.18) 7.73	(0.25) 21.84

Time of first class trains at Calexico applies at passenger station.

Nos. 45, 46, 11 and 12 stops on signal at Raymer's Camp, mile and one half mile east of Bernice.

INDIO SUBDIVISION

EASTWARD			Time Table No. 149 November 14, 1926		WESTWARD
Capacity sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Sandia	
Yard PY	675.7	TO	CALIPATRIA	21.8	
73	681.8		6.1 TURN	15.7	
24	686.8		5.0 MUNYON	10.7	
73	689.8		3.0 MOSS	7.7	
24	691.7		1.9 ORITA	5.8	
24	694.2		2.5 CURLEW	3.3	
24 Y	697.5		3.3 SANDIA	0.0	
			21.8		

Service performed by extras only.

INDIO SUBDIVISION

EASTWARD			Time Table No. 149 November 14, 1926		WESTWARD
Capacity sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Westmorland	
Yard PY	675.7	TO	CALIPATRIA	12.6	
12	680.6		4.9 SHAMROCK	7.7	
22	683.1		2.5 FONDO	5.2	
	684.8		1.7 CASABA (Spur)	3.5	
64 Y	688.3		3.5 WESTMORLAND	0.0	
			(12.6)		

Service performed by extras only.

INDIO SUBDIVISION

EASTWARD			Time Table No. 149 November 14, 1926		WESTWARD
Capacity sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Colorado	
	744.4	R	POTHOLES	12.2	
16	743.8		0.6 LAGUNA	11.6	
25	739.6		4.2 SELLEW	7.4	
	737.8		1.8 BARD (Spur)	5.6	
	734.5		3.3 RAWLINGS (Spur)	2.3	
	732.2	R	2.3 COLORADO	0.0	
			(12.2)		

Service performed by extras only.

Westward trains are superior to trains of the same class in the opposite direction.

FLORENCE SUBDIVISION.

	EASTWARD														WESTWARD									
	SECOND CLASS		FIRST CLASS									Time Table No. 149 November 14, 1926			FIRST CLASS									THIRD CLASS
Capacity Sidings in Car Lengths	142 Local Freight	140 Tustin Freight	4 Union Pacific Passenger	26 Union Pacific Passenger	8 Union Pacific Passenger	36 Union Pacific Passenger	45 Union Pacific Passenger	28 Union Pacific Passenger	32 Union Pacific Passenger	43 Union Pacific Passenger	Distance from San Francisco	STATIONS		Distance from Florence	3 Union Pacific Passenger	25 Union Pacific Passenger	7 Union Pacific Passenger	42 Union Pacific Passenger	31 Union Pacific Passenger	33 Union Pacific Passenger	27 Union Pacific Passenger	44 Union Pacific Passenger	37 Union Pacific Passenger	141 Tustin Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
IY	8.30PM	10.00AM									481.9	RIVER STATION TOWER 1.8		7.2										6.15PM
Yard BKYWTFP	Runs Via Union Pacific Line Alhambra Ave. to Butte Street	10.15	11.00PM	5.55PM	5.50PM	2.45PM	2.40PM	11.00AM	9.15AM	9.10AM	483.7	TO-R LOS ANGELES 1.5	Double Track	5.4	s 7.00AM	s 8.30AM	s 9.00AM	s 10.30AM	s 10.35AM	s 11.40AM	s 2.30PM	s 5.20PM	s 5.25PM	5.50
			11.10PM	6.05PM	6.00PM	2.55PM	2.50PM	11.10AM	9.25AM	9.20AM	485.2	WASHINGTON ST. JCT. 0.3		3.9	6.50AM	8.20AM	8.50AM	10.20AM	10.25AM	11.30AM	2.20PM	5.10PM	5.15PM	
I											485.5	CROSSING P. E. RY. 0.9		3.6										
98											486.4	VERNONDALE 0.9		2.7										
I											487.3	CROSSING A. T. & S. F. RY. 0.2		1.8										
											487.5	CROSSING P. E. RY. 1.6		1.6										
53 YWP	9.20PM	10.45AM									489.1	TO-R FLORENCE		0.0										5.20PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		7.2			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(0.50) 8.64	(0.45) 9.60	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00		……………Time over district…………… ……………Average speed per hour……………			(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.10) 9.00	(0.55) 7.85

Switch Tenders will be located at Washington Street Junction between 6:30 A. M. and 10:30 P. M. All westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

All Eastward trains en route to Union Pacific will stop before crossing over Westward track near Washington Street Junction unless signal to proceed is received from switch Tender.

All Westward trains and engines between the hours of 6:30 A. M. and 10:30 P. M. will not pass the clearing point of Union Pacific connection at Washington Street Junction unless proceed signal is received from Switch Tender.

All Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Eastward trains leaving Passenger Station will not proceed beyond fouling point of track on which standing unless proceed signal is received from Switch Tender at 6th Street.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing up must be equipped with back-up tail hose with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance card issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

FLORENCE SUBDIVISION.

	EASTWARD	Time Table No. 149 November 14, 1926		WESTWARD
Capacity Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from Point Firmin	
53 YWP	489.1	TO-R FLORENCE 1.2	18.9	
30	490.3	TWEEDY 1.0	17.7	
	491.3	CROSSING P. E. RY. 0.5	16.7	
35	491.8	LYNWOOD 2.3	16.2	
61	494.1	COMPTON 2.1	13.9	
I	496.2	CROSSING P. E. RY. 1.5	11.8	
74	497.7	ELFTMAN 0.7	10.3	
	498.4	DOLORES (Spur) 1.6	9.6	
	500.0	WATSON (Spur) 1.4	8.0	
60 Y	501.4	THENARD 0.5	6.6	
	501.9	CROSSING P. E. RY. 0.2	6.1	
	502.1	BLINNVILLE 0.8	5.9	
32	502.9	WILMINGTON 1.6	5.1	
I	504.5	DRAWBRIDGE 1.0	3.5	
Yard BFWPK	505.5	TO-R SAN PEDRO 0.9	2.5	
	506.4	CENTER STREET 1.6	1.6	
	508.0	POINT FIRMIN	0.0	
		(18 9)		

Service by extras only.

Westward trains are superior to trains of the same class in the opposite direction.

FLORENCE SUBDIVISION.

	EASTWARD	Time Table No. 149 November 14, 1926		WESTWARD
Capacity Sidings in Car Lengths	Distance from San Francisco	STATIONS	Distance from End of Track	
60 Y	501.4	THENARD 1.0	2.7	
	502.4	CROSSING P. E. RY. 0.2	1.7	
	502.6	MEAD (Spur) 0.3	1.5	
	502.9	GASPUR (Spur) 0.6	1.2	
	503.5	LONG BEACH 0.1	0.6	
	503.6	CROSSING P. E. RY. 0.5	0.5	
	504.1	END OF TRACK	0.0	
		(2.7)		

Service by extras only.

All trains and yard engines moving from Wilmington to San Pedro will communicate with yardmaster at San Pedro, from Wilmington, and obtain his authority for the movement.

FLORENCE SUBDIVISION.

EASTWARD						WESTWARD	
	THIRD CLASS	SECOND CLASS			Time Table No. 149 November 14, 1926		THIRD CLASS	
Capacity Sidings in Car Lengths.	124 Mixed	142 Local Freight	140 Tustin Freight	Distance from San Francisco	STATIONS	Distance from Newport Beach	143 Local Freight	141 Tustin Freight
	Leave Wednesday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
53 YWP		9.20PM	10.45AM	489.1	TO-R FLORENCE 1.0	38.9	5.00PM	5.20PM
19				490.1	ARDMORE 1.8	37.9		
I				491.9	CROSSING L. A. & S. L. RY. 0.2	36.1		
24		9.30	10.55	492.1	CUDAHY 1.1	35.9	4.45	4.58
10				493.2	VINVALE 1.8	34.8		
21		9.45	11.05	495.0	TO DOWNEY 2.4	33.0	4.31	4.44
17 P		9.50	11.10	497.4	R STUDEBAKER 1.7	30.6	4.20 2.45	4.30
39		10.05	11.15	499.1	TO NORWALK 2.1	28.9	2.40	4.20
20		10.15	11.20	501.2	CARMENITA 2.2	26.8	2.30	4.12
				503.4	LINEA (Spur) 1.0	24.6		
76		10.35	11.27	504.4	TO BUENA PARK 1.0	23.6	2.20	4.03
32		10.40	11.30	505.4	ALMOND 1.7	22.6	2.12	3.55
15		10.45	11.35	507.1	BROOKHURST 1.9	20.9	2.06	3.50
24 WY		11.10	11.45	509.0	TO-R WEST ANAHEIM	19.0	2.00	3.40
24 WY	9.45AM			509.0	TO-R WEST ANAHEIM 0.8	18.2		
				509.8	DREYFUS (Spur) 1.2	17.4		
29	9.55			511.0	MIRAFLORES 1.1	16.2		
	10.05AM			512.1	R WEST ANAHEIM JCT.	15.1		
24 WY		11.10	11.45	509.0	TO-R WEST ANAHEIM 1.2	19.0	2.00	3.40
39		11.30	11.50	510.2	ANAHEIM 1.7	17.8	1.51	3.35
30 P		11.35	11.55AM	511.9	R TUSTIN JCT. 1.0	16.1	1.47	3.30PM
		11.40		512.9	R WEST ANAHEIM JCT. 1.7	15.1	1.45	
19		11.45		514.6	WEST ORANGE 1.0	13.4	1.40	
				515.6	CROSSING P. E. RY. 1.4	12.4		
Yard BKWYFP		11.55PM		517.0	TO-R SANTA ANA 0.1	11.0	1.30PM	
				517.1	CROSSING S. A. & N. RY. 2.3	10.9		
63				519.4	DYER 2.7	8.6		
				522.1	PAULARINO (Spur) 2.4	5.9		
				524.5	THURIN 1.2	3.5		
17				525.7	COSTA MESA 1.5	2.3		
				527.2	BRANAGAN (Spur) 0.8	0.8		
				528.0	CROSSING P. E. RY. 0.0	0.0		
Yard WY				528.0	TO NEWPORT BEACH	0.0		
	Arrive Wednesday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		38.9		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.20) 9.30	(2.35) 10.80	(1.10) 17.05		........Time over district........ ....Average speed per hour........		(3.30) 15.06	(1.50) 12.43

Westward trains are superior to trains of the same class in the opposite direction.

FLORENCE SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD SECOND CLASS 144 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 149 November 14, 1926 STATIONS	Distance from Whittier	WESTWARD THIRD CLASS 145 Local Freight Arrive Daily Ex. Sunday
17	P	2.50PM	497.4	R	STUDEBAKER	5.9	4.10PM
					2.1		
11			499.5		FULTON WELLS	3.8	
					1.1		
15			500.6		LOS NIETOS	2.7	
					0.0		
	I		500.6		CROSSING A. T. & S. F. RY.	2.7	
					0.4		
			501.0		CROSSING P. E. RY.	2.3	
					1.2		
19			502.2		EVERGREEN STREET	1.0	
					0.9		
			503.1		CROSSING P. E. RY.	0.1	
					0.1		
27	TW	3.25PM	503.2	TO-R	WHITTIER	0.0	3.35PM
		Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday
		(0.35) 10.01			........Time over District........ ....Average speed per hour		(0.35) 10.01

FLORENCE SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD		Distance from San Francisco		Time Table No. 149 November 14, 1926 STATIONS	Distance from Tustin	WESTWARD		
30				511.9	R	TUSTIN JCT.	10.5			
						0.5				
	I			512.4		CROSSING A. T. & S. F. RY.	10.0			
						0.3				
				512.7		GRATTO	9.7			
						1.8				
21				514.5		MARLBORO	7.9			
						0.2				
				514.7		CROSSING A. T. & S. F. RY.	7.7			
						2.0				
18				516.7		VILLA PARK	5.7			
						1.7				
33				518.4		MC PHERSON	4.0			
						1.0				
18				519.4		EL MODENA	3.0			
						3.0				
26	WT			522.4		TUSTIN	0.0			
						(10.5)				

Service by Extras only.

FLORENCE SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD		Distance from San Francisco	Time Table No. 149 November 14, 1926 STATIONS		Distance from Los Alamitos	WESTWARD	
	YWP			509.0	TO-R WEST ANAHEIM		9.4		
					1.3				
				510.3	NEFF	(Spur)	8.1		
					1.0				
8				511.3	NUTWOOD		7.1		
					2.3				
33				513.6	STANTON		4.8		
					0.4				
				514.0	CROSSING P. E. RY.		4.4		
					0.1				
	YP			514.1	STANTON JUNCTION		4.3		
					4.3				
Yard	W			518.4	LOS ALAMITOS		0.0		
					(9.4)				

Service by extras only

FLORENCE SUBDIVISION.

Capacity Sidings in Car Lengths		EASTWARD		Distance from San Francisco		Time Table No. 149 November 14, 1926 STATIONS		Distance from Newport Beach	WESTWARD	
	PY			514.1		STANTON JUNCTION		15.6		
						3.3				
50	W			517.4		WESTMINSTER		12.3		
						1.5				
				518.9		SUGAR		10.8		
						0.6				
27				519.5		SMELTZER		10.2		
						1.0				
				520.5		WINTERSBURG		9.2		
						1.4				
9				521.9		WIEBLING		7.8		
						0.5				
31				522.4		LA BOLSA	Staff	7.3		
						0.4				
29				522.8		WESTFALL		6.9		
						0.5				
23				523.3		NEWLAND		6.4		
						1.1				
14	P			524.4		HUNTINGTON BEACH		5.3		
						0.2				
				524.6		CROSSING P. E. RY.		5.1		
						0.8				
				525.4		GAMEWELL (No Siding)		4.3		
						4.3				
				529.7		CROSSING P. E. RY.		0.0		
						0.0				
Yard	PWY			529.7	TO	NEWPORT BEACH		0.0		
						(15.6)				

Service by extras only

Westward trains are superior to trains of the same class in the opposite direction.
Joint use with Pacific Electric Ry. over two bridges in Pacific Electric track between Newport Beach and Huntington Beach (see special rule).

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated watch inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco.

Los Angeles	Newton Moore, 301 O. T. Johnson Bldg. Geo. D. Davidson Co., 445 S. Spring St. Walter Kursinski, 2628 N. Broadway
Whittier	Ross R. Day
Santa Ana	R. H. Ewert
Oxnard	Baker & Davis
Santa Barbara	I. F. Bitterly Co.
San Pedro	C. E Perham
Pasadena	J. Herbert Hall & Co.
Pomona	C. C. Zilles
Colton	E. W. Cosgrove & Co.
Redlands	F. B. King
Beaumont	J. Fred Sprague
Indio	E. G. Shepard
Yuma	Wm. Baird
Palmdale	E. B. Melcher
San Fernando	H. E. Fox, Jr.
Ventura	R. W. Cummings
Brawley	E. J. McEvoy
El Centro	V. M. Bishop
Fillmore	W. M. Everitt
San Bernardino	Chas. M. Hanf
Riverside	F. S. Fisher
Calexico	Sieglitz Company

RULE 3. Standard clock at Los Angeles roundhouse enginemen will compare time and register before leaving.

Standard clock at Santa Barbara yard office.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 14 (d). As specified below, four long and one short sounds (——— ——— ——— ——— o) will be indication that flagman may return from the west as prescribed by Rule 99.

Ventura Jct.	Trains on Ojai line.
Saugus	Trains on Santa Paula line.
Burbank Jct.	Trains on Coast line via Zelzah and trains on Van Nuys line.
Mission Jct.	Trains on River Station Tower line.
Pomona	Trains on Covina line.
Ontario	Trains on Chino line.
Araz Jct.	Trains on Inter-Cal. line.
Colorado	Trains on Potholes line.

RULE 14 (e). As specified below six long sounds (——— ——— ——— ——— ——— ———) will be indication that flagman may return from east as prescribed by Rule 99.

Calipatria	Trains on Sandia and Westmorland lines.
Niland	Trains on Calexico line.
Bryn Mawr	Trains on Crafton line.
Colton	Trains on Riverside and San Bernardino lines.
Pomona	Trains on Chino line.
Bassett	Trains on Covina line.
Shorb	Trains on Duarte and Pasadena lines.
Chatsworth	Trains on Van Nuys line.
Montalvo	Trains on Santa Paula line.
Thenard	Trains on Long Beach line.
Florence	Trains on Santa Ana line.
Studebaker	Trains on Whittier line.
West Anaheim	Trains on Los Alamitos and Miraflores lines.
Tustin Jct.	Trains on Tustin line.
Stanton Jct.	Trains on Los Alamitos line.
River Station Tower	Trains on Mission Jct. line.

RULE 17 and S19. Display headlight and marker lights while passing through Tunnels 25 and 26.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D72 and 73. Trains and yard engines may move within limits of Los Angeles yard irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

RULE 83 (A). Beaumont is register station only for trains originating, regular trains will register by form 2642 at that point for information of such trains.

At the following stations only trains originating and terminating will register:

Ventura.
Oxnard.
San Fernando.
Los Angeles.

At the following stations only the trains indicated will register:

Ventura Jct.	Nos. 121, 118
Montalvo	Nos. 39, 38, 36
West Anaheim Jct.	No. 143

RULE 83 (B). Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows: First-class trains Los Angeles Yard and Colton; Trains 71 and 72, Santa Barbara passenger station; regular trains Burbank Jct.; regular trains via Ogilby and trains 11 and 12 Araz Jct.; trains 11 and 12 Calexico; train 3, Niland.

RULE 83 (C). Westward extras from San Pedro will register at Florence.

SANTA BARBARA

The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or enginemen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14-K must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First-class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the yard office.

RULE 83 (D). Trains must obtain clearance card before leaving:

Los Angeles Yard or River Station Tower	Trains en route to Florence Subdivision.
Niland	All trains.
Saugus	Trains to and from Santa Paula line.

Newport Beach when operator on duty.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SANTA BARBARA
OXNARD
FILLMORE
LOS ANGELES
SAN PEDRO
PASADENA
POMONA
COVINA
CHINO
ONTARIO
COLTON
BEAUMONT
INDIO
NILAND
CALIPATRIA
BRAWLEY
IMPERIAL
EL CENTRO
CALEXICO

Enginemen will approach west lead to new yard on third track east of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering "A" yard Los Angeles, will sound whistle signal one long, one short, one long for information of switch tender.

RULE D 97 (A). On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Shorb and Florence.
Santa Barbara and East Santa Barbara.

RULE 98. The normal position of switches at junctions will be as follows:

Montalvo	For Santa Barbara—Oxnard main track.
Stanton Jct.	West switch of wye for Smeltzer line.
Shorb	Switch in westward siding for Duarte line.
Ontario	Chino line switch on siding for siding.
Lone Hill	For Pacific Electric Line.
Newport Beach	For west leg of wye.

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks will have first right of way provided ready to move immediately.

Pacific Electric Ry., first crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.

Pacific Electric Ry., one mile east of Thenard, Long Beach line—STOP.

Pacific Electric Ry. 0.1 mile east of Long Beach—STOP.

Pacific Electric Ry., Griffith Lumber Spur, Santa Ana—STOP.

Pacific Electric Ry., one-tenth mile east Baldwin Park—STOP.

Santa Fe Ry., 0.3 mile east of Marlboro—STOP.

Union Pacific Ry., old Chino line, Ontario—STOP.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps are located at:

Newhall	Eastward trains.
Alhambra	Eastward trains.
Alhambra	Westward trains.
San Gabriel	Eastward trains.
Savanna	Eastward trains.

Overlap posts are painted white at the top and black at the base and are about six feet high.

RULE 519. Applies to following signals:

4714 and 4626.—Burbank Junction Tower.
4773 and 4774.—Glendale Tower.
4878 and 4879.—Shorb.

RULE 820. Enginemen who have had less than 610 days' actual experience as enginemen in freight service and less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days' experience and less than 60 days' service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 867. When, in the judgment of Conductor, it is safe to do so, freight trains may run between Los Angeles Yard and Moorpark, and eastward freight trains Indio to Bertram and Amos to Ogilby for inspection.

RULE 873. Swing brakemen will ride on top near middle of train as follows:

Eastward	Los Angeles to Bassett. Bloomington to Colton. Beaumont to Indio. Knob to Yuma.
Westward	Beaumont to Colton. Pomona to Puente. Shorb to Los Angeles.

RULE 876. Standing air-brake test must be made at:

Beaumont.—All trains except passenger trains on which brake pipe hose have not been separated.

RULE 887. Leading engines may take water without cutting off train as follows: Eastward trains, Piru, Ventura, Somis, Moorpark, Pomona, El Casco, Niland, Amos; Westward trains, Garnet, Cabazon, Burbank, Chatsworth, San Fernando.

AUTOMATIC BLOCK SYSTEM

Automatic block signals in addition to those shown in brackets on schedule pages are in operation between River Station Tower and Naud Junction on eastward track, and between College St. and River Station Tower on westward track; between Mission Junction and Naud Junction on westward track only; between River Station Tower and Mission Junction; at Florence governing movement westward trains from San Pedro and Santa Ana lines to westward main track; on Covina Line one mile west of Pomona governing eastward trains; at Niland governing trains on Calexico line; at Calipatria, Brawley, El Centro and Calexico governing trains approaching yards.

Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening switch main track or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track for meet, do not open switches until approaching train has passed the signal intermediate between stations.

Distant switch signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

Automatic block signals—4500 and 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—6111, 6115, 6116, 6121 Indio—6748, 6761 Calipatria—6840, 6852, 6869 Brawley—6990, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals are stop position, stop, then proceed with caution, not exceeding 6 miles per hour.

Short arm on signal 5629 east end Beaumont siding governs trains entering siding. If arm does not clear when switch is thrown train may proceed under flag through siding.

INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound of steam whistle for the information of towerman.

SHORB

Switch at end of double track at Shorb is electrically controlled and operated from telegraph office.

When fixed signals at end of double track Shorb are inoperative, train and enginemen will communicate with operator at telegraph office by means of telephone located in telephone box at end of double track.

Telephonic authority from operators will be accepted in lieu of hand signals provided for in Rules 628 and 663.

MAIN TRACK

Raymer Tower.—Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

Burbank Junction Tower.—Three-arm home signal is located five hundred (500) feet East of Tower on Westward main track and top arm covers movement straight through on Westward main track to Saugus. Second arm governs movements through crossover to Coast Line. Lower arm governs movement to east end of siding.

Westward trains approaching Interlocking Plant give one long sound (———) of whistle for top arm, one long and four short (——— o o o o) sounds of whistle for second arm and five short (o o o o o) sounds of whistle for movement to and from east end of siding.

Three-arm home and distant signal is located eight hundred (800) feet west of Tower on Coast main track and top arm governs movement through on Eastward main track. Lower arm governs movement through crossover to Westward main track against current of traffic.

Eastward trains approaching Interlocking Plant from Coast Line give one long sound (———) of whistle for movement straight through Eastward main track and one long and one short sound (——— o) of whistle for lower arm.

Three-arm home and distant signal is located five hundred feet west of Tower on Saugus line and top arm governs movement through crossover to Eastward main track. Lower arm governs movement to Westward main track against current of traffic.

Eastward train approaching Interlocking Plant from Saugus give one long (———) sound of whistle for top arm and one long and one short (——— o) sound of whistle for lower arm.

Dwarf signal located five hundred feet east of Tower on Eastward main track governs movements against current of traffic. Give one long and one short (——— o) sound of whistle for this signal.

Glendale Tower.—Crossing of Pacific Electric Railway, 0.2 mile east of Glendale. To or from lead yard "A" five short.

El Monte Tower.—Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

Bloomington Tower.—Crossing Pacific Electric Railway at Bloomington. To and from east end siding, five short. For house track or packing house spur, one long and one short.

Colton Tower.—Crossing of A. T. & S. F. Railway, west end Colton yard. Eastward trains for coach track, five short; for No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long.

SAN BERNARDINO-RIVERSIDE LINE

E Street Tower.—Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long and one short; for house track, three long and one short. For P. E. track one long and four short.

Highgrove Tower.—Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

Riverside Tower.—Crossing of Union Pacific Ry., at Riverside Junction. To Riverside freight yard one long and four short. From or to Union Pacific Ry. one long, two short and one long.

SANTA ANA LINE

Cudahy Tower.—Crossing Union Pacific Ry. at Cudahy.

SAN PEDRO LINE

Nadeau Tower.—Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

Dominguez Tower.—Crossing Pacific Electric Railway 1.5 miles west of Elftman.

San Pedro Drawbridge Tower.—Governing movement of trains over drawbridge one mile west of San Pedro.

WHITTIER LINE

Los Nietos Tower.—Crossing A. T. & S. F. Ry. at Los Nietos. For siding, five short.

TUSTIN LINE

Anaheim Tower.—Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

PASADENA LINE

Marengo Tower.—Crossing of Pacific Electric Railway on Pasadena Branch, 0.2 mile west of South Pasadena.

DUARTE LINE

Arcadia Tower.—Crossing A. T. & S. F. Ry. 1 mile east of Arcadia.

CHINO LINE

Pomona Jct. Tower.—Crossing Union Pacific Ry., 1.1 miles east of Pomona. For Packing House Track, one long and four short.

Ontario Tower.—Crossing Union Pacific Ry., 0.2 mile west of Ontario.

LOS ANGELES YARD

Mission Tower.—Crossing A. T. & S. F. and Union Pacific Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

Main Track to Passenger Station, one long.
Main Track east, one long.
To River Station Tower, one long. four short.
To Roundhouse, one long, four short.
To Brewery Spur, three long, one short.
To Union Pacific Transfer, four short, one long.
To Outbound Roundhouse Track, one long, one short, one long.
To Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick Spur, two short, one long, one short.
To Barber Asphalt, one short, one long, one short.
To Lacy Manufacturing Co., three long, one short.

All movements against the current of traffic, one long, one short, except to River Station Tower against the current of traffic, five short.

River Station Tower.—One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

Naud Junction Tower.—Trains running via Mission Junction, four short.

Clement Junction Tower Crossing P. E. Ry.—To go on Pacific Electric transfer or to Hammond Lumber Co., one long and four short; on Butte St. interchange yard, one long, one short, one long. Through crossover either direction one long, one short.

MISCELLANEOUS

1. Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch.

After movement has been made, derail must be lined up before inside switch is returned to normal position.

2. Engines turning on Oxnard wye must move with caution; trains of the Ventura County Railway have preference.

3. Trains to and from Santa Paula line enter and leave main track through switch just east of water tank Saugus. East end of Santa Paula line, Saugus, will end at clearing point of first track south of main track.

4. With the exception of those noted below, switches on Alameda St. are unsafe for operation of road engine on account of excessive curvature:

North Spring St.: Crossover at College St.

Alameda St.:
- Crossover just west of Macy Street.
- Crossover just west of Commercial Street.
- Crossover just west of Fourth Street.
- Eastbound conn. at Naud Jct.
- Westbound conn. at Naud Jct.
- West leg wye conn. 7th and Alameda Coach Yd.
- East leg wye conn. 7th and Alameda Coach Yd.
- Crossover at Washington St. from eastbound to westbound, leading to Union Pacific connection.
- Union Pacific conn. at Washington St. near Clement Jct.
- Crossover between Fifth and Sixth Streets and between Seventh and Eighth streets.

5. Engines with forward trucks must not attempt to operate through single tongue girder-rail switches.

6. West end of Van Nuys line, Chatsworth, will end at East Cross-over Switch, Signal 4461, east of station.

7. West end Covina line, Bassett, will end at Covina main track derailing switch near water tank.

8. That portion of Chino main track between the initial switch at Pomona Jct. and Pomona Depot will be used as a siding.

9. First-class trains, meeting at Pomona, will use cross-overs just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these cross-overs, and track between them, clear.

10. Trains to and from Chino enter and leave main track through switch just east of station, Ontario.

11. At Colton, when taking siding, initial switch for eastward first-class trains will be just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

12. Trains taking siding at Palm Springs will keep to the right, westward trains using first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

13. When first-class trains meet at Indio westward train hold main track. Eastward train take siding through cross-over just west of station.

14. Main track trains taking siding at Niland will use initial switch at east and west end of Niland yard on north side main track.

The tracks on South side of main track will ordinarily be used by trains to and from the Imperial Line.

15. Trains to and from Niland-Calexico line will enter and leave the main track through switch just west of passenger station, Niland.

16. Westward freight trains having work to do at Niland other than take water and fill water car, will take siding so as to permit of prompt departure of eastward freight trains that may be at Niland awaiting arrival of the westward train.

17. Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats, outfit cars, etc., not allowed.

18. Helpers in freight trains will be so placed as to facilitate taking water and in all cases must be placed ahead of rear-end equipment.

19. Helpers must not be cut off or coupled on while train is in motion. Train must not be split ahead of helpers while train is in motion letting rear portion of train trail leading portion to point where helper is to be cut out; the only exception to this rule being where yard engine cuts off from westward trains west of Colton.

20. Switching movement from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. This can be done by stopping train between switches and by switching from spur track to train, leaving switch lined for spur track until work is completed. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Do not handle cars ahead of engine descending grades when practicable to avoid same. When necessary to move cars ahead of engine, do not exceed 20 miles per hour. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars being handled, or such switching moves be made against a derailer.

21. Under no circumstances will engines, or engines with cars, be coupled to a train while same is in motion.

22. Cars must not be cut off while in motion at Redlands 2d Street, and Crafton.

23. Trains must be preceded by flagman over the following street crossings:
Orange Street, Redlands 2d Street.
Foothill Boulevard, just east of Duarte Station.
Los Angeles Street, Anaheim.
Mission Road, Edison Plant, Shorb, on track leading to Edison plant.
All crossings in old yard, Yuma.

24. Train and switching movements over Seventh and Eighth Streets. also Orange Avenue, Riverside, must be made only after flagman has taken position on crossing.

25. Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles in either direction, will consider such movements via the main track, and not via Chino, Covina or Van Nuys unless order so states.

26. When necessary for trackmen to place protection flags or lights on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such flags or lights will be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees of both lines.

27. Enginemen of westward passenger trains will not whistle for interlocking signal at Colton until after train has started from station.

28. Trackmen will display green flag one-fourth mile each side of dusty stretches or when replacing ties or otherwise disturbing track so as to cause dusty condition for information of enginemen in using sprinkler. Sprinklers should also be used on bridges as a fire precaution.

29. A telephone, also light signal, located west end Aurant, just east Soto street, north of westward track, connected with Mission Tower. When signal displays green light indicates towerman Mission Tower expects be able to move train promptly through plant. When signal dark, westward freight trains (of such length that if stopped at interlocking signal would block Workman street) will stop east of Soto street, use telephone to communicate with towerman, and be governed by his instructions.

30. Telegraphers at Araz Jct. will handle switches for trains moving to or from Inter-California when position of train order signal indicates Telegrapher on duty. Westward trains enroute to Inter-California will after they have sounded Signal 14-J (for train order signal), sound one long and four short (——— o o o o) blasts of steam whistle for Inter-California route. Telegrapher, after lining switches, will give enginemen proceed signal. Telegrapher, when switch has been properly set for the route desired, must take a position on opposite side of track. Conductor, when rear of train passes over switch, must see that Telegrapher is at the switch. In event Telegrapher is not at switch to properly close it, conductor must stop train and close switch—making report by wire.

STAFF SYSTEM

Covina Line.—Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

Smeltzer Line.—Between Huntington Beach and La Bolsa.

Possession of staff is authority for train to proceed to next staff.

Trains unable to secure staff from staff machine will, after waiting 5 minutes, send flagman ahead and after waiting 5 additional minutes, follow flagman to next staff machine. Failure of staff machine to be reported to Chief Dispatcher from first open telegraph station.

JOINT USE PACIFIC ELECTRIC RY. TRACK OVER BRIDGES BETWEEN NEWPORT BEACH AND HUNTINGTON BEACH.

Southern Pacific trains are required to protect themselves by flag while using the Pacific Electric tracks over these two bridges.

Southern Pacific trains will stop before fouling the Pacific Electric track. Rear brakeman will protect to rear on both Pacific Electric and Southern Pacific tracks.

Head brakeman will immediately proceed ahead on Pacific Electric tracks to a point a sufficient distance beyond the junction switch of the Pacific Electric tracks to insure full protection against opposing Pacific Electric train before the Southern Pacific train occupies the track.

After waiting fifteen minutes for flagman to proceed ahead and front is protected as provided above, the switch will be opened and train will proceed over the joint track.

It must be thoroughly understood that the switches will not be opened for the Pacific Electric track until the flagman has properly protected the movement.

TRAIN AND AIR INSPECTION

40. On freight trains where helpers are coupled in rear of train the last helper engineman to make coupling after brake pipe has been parted will sound one blast of the whistle for air test, the leading engineman will, when train is ready, repeat the signal and test will then be made as per Rule No. 17 of the Air Brake Rules. Rear brakeman must not open rear angle cock for test until leading engineman has sounded signal for test. Other enginemen in train must not whistle off until air test has been made.

41. Eastward freight trains will stop at Cabazon, Garnet, Edom, and westward freight trains at Ordway, 10 minutes, where trainmen will make careful examination of wheels under all cars. The following are exceptions to this rule:

A. Eastward freight trains stopping at Owl for other operating reasons will be given not less than 10 minutes train inspection in which event stop at Cabazon for inspection need not be made; and if no other stops are necessary between Owl and Garnet, train will stop at Palm Springs for inspection.

B. Eastward freight trains stopping at Rimlon for other operating reasons will be given not less than 10 minutes' train inspection in which event stop at Edom for inspection need not be made. In such cases retainers will be turned down at Rimlon.

C. Eastward freight trains averaging less than 100 Ms per operative brake will not stop at Edom for train inspection, in which event retainers will be turned down at Garnet.

D. Westward freight trains stopping at El Casco will give not less than 10 minutes' train inspection in which event stop at Ordway for inspection will not be made, or trains stopping at Hinda or Haig will give not less than 10 minutes to inspection and will then not be necessary to stop at Ordway for inspection, but train will be permitted to go to Redlands and inspect train there.

42. Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that train line is not obstructed by a closed angle cock.

43. Engines running light, descending grades of 1½ per cent and over, will stop for inspection a sufficient length of time for the engineman to satisfy himself that tires and machinery are in satisfactory condition.

44. Maximum tonnage rating per operative brake 125 Ms between Colton and Garnet must be strictly observed.

45. Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train. Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

46. Freight trains taking siding where it is necessary for them to open their own switch, and necessary to apply train (automatic) brakes must be brought to a stop and sufficient time allowed to insure release of all brakes in train before an attempt is made to start, one or one and one-half minutes generally is required to insure such release; enginemen must be governed by gauge as well as time duration in this work.

Where train (automatic) brakes have been applied for any cause and speed reduced to as low as fifteen miles per hour, except in grade work where average speed is fifteen miles or lower, stop should also be made and time duration as outlined above recognized before attempt is made to start.

Where undesirable action of brake is noticed, enginemen must place handle of brake valve in lap position and allow train to come to stop, employing the same means to insure all brakes releasing before attempt is made to start again.

Special attention of trainmen must be given in these instances to see that all brakes on rear end of train have released.

47. Standing air-brake test must be made at Beaumont by all trains except passenger trains on which brake pipe hose have not been separated.

48. When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

49. Within limits of Los Angeles Yard when making running test rear brakeman will use Communicating Signal 16 (h).

USE OF RETAINERS

PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers will be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers, but all those accessible will be turned down at that point, balance at first stop west. When necessary eastward trains make stop Pershing, retainers may be turned up at that point instead of Apex.

FREIGHT TRAINS

Descending grade Beaumont to Edom, also on Pasadena and Crafton lines, following will govern:

Trains consisting of all loads, retainers will be turned up on all cars, including equalizers.

Trains consisting of 75 percent or more P. F. E. loaded cars, retainers on the 20 head cars will be turned up and on balance of train on each alternate car.

Trains consisting of loads and empties, retainers will be turned up on all loads and on each alternate empty.

Trains consisting of all empties, retainers will be turned up on 5 head cars, and every third one in balance of train.

When necessary stop at Pershing, retainers may be turned up that point instead of Apex.

Descending grade Beaumont to Colton; one retaining valve will be used for each 140 Ms contained in the train. After ascertaining number of retaining valves required, ten of these will be turned up on the first ten cars behind the engine, and the remainder will be distributed as evenly as possible throughout the balance of the train to the caboose.

Retainers will be turned down at Redlands. Speed of train will be reduced to 15 miles per hour unless train is stopped there for inspection or other reasons.

Descending grade San Fernando to Burbank; retainers will be used on all trains having over 120 Ms per operative brake San Fernando to Burbank.

GENERAL

Where retainers used speed of freight trains on any grade over 1 per cent must not exceed 25 miles per hour, and on grades this character more than 5 miles long, for first 5 miles time consumed in traveling any one mile not less than 3 minutes. Above maximum speed restrictions does not affect speed on heavy grades or other locations where maximum now provided.

DERAILS IN MAIN TRACK

COVINA LINE

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8 (branch).

CRAFTON LINE

Crafton—163 feet west of west switch, mile post 551.1.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

SANDIA LINE

Calipatria—174 feet east of junction switch M. P. 676.05.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT BETWEEN KNOB AND INDIO MUST NOT EXCEED 60 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 6 DEGREES AND OVER.

NO FREIGHT TRAIN OR LIGHT ENGINE SHALL EXCEED A SPEED OF 20 MILES PER HOUR AROUND CURVES OF 6 DEGREES OR OVER. SUCH CURVES LOCATED AS FOLLOWS:

SANTA BARBARA AND BURBANK

Between	M. P.	M. P.	Curve
Hasson Chatsworth.....	442.62	442.77	6° 00′
" "	443.00	443.25	6° 00′
" "	443.42	443.71	6° 00′
" "	444.03	444.39	6° 00′

SAUGUS AND LOS ANGELES

Between	M. P.	M. P.	Curve
Saugus................	449.8	449.25	6° 00′
Tunnel................	456.38	456.48	6° 00′
Magazine..............	456.89	457.00	6° 00′
"	457.11	457.24	6° 08′

LOS ANGELES AND YUMA

Between	M. P.	M. P.	Curve
River Sta. Twr. Miss. Jct	482.06	482.17	6° 11′
Ordway El Casco.......	551.78	551.97	6° 03′
Araz Jct. Araz.........	726.48	726.71	8° 00′

In addition, at Niland there is a 7 degree curve from M. P. 667.62 to 667.84.

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M.P.H.
Light engines running ahead except 2-10-2, 3653 and higher............	35
Yard engines............	20
2-10-2 Class in passenger service as follows:	
(a) On Tangent track............	45
(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines;	
(c) Type F-3, F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2 in other service 30 miles per hour except between Knob and Indio 35 miles per hour on tangent track and curves of less than 6 degrees, and 15 miles per hour on curves of 6 degrees and over.	
2900 class, 4200 class—in passenger service............	40
4000 class—in passenger service............	35
Freight consolidation—in passenger service and Mikado Type............	45
Engines backing coupied in trains or light on main track............	25
Same on Branches............	20
Trains handling relief outfit on main track, and Santa Ana Branch............	25
Branches (except Santa Ana)............	15

The following restrictions indicated by slow boards placed ¼ mile from point of restriction.

Page		Psgr. m. p. h.	Frt. m. p. h.	Lgt. Eng. m. p. h.
2, 3	Santa Barbara Yard—Between outside switches............	15	15	15
2, 3	Between East switch Wave and distant signal west of Sea Cliff.	45	30	30
2, 3	M. P. 390.04 and 391.23............	45	35	35
2, 3	M. P. 396.67 and 396.87............	45	35	35
2, 3	Ventura City Limits............	10	10	10
2, 3	West end Tunnel 26 and M. P. 444.39 east of Hasson............	30	20	20
4, 5	Between M. P. 451 and 455, east of Saugus, except............	..	25	25
4, 5	M. P. 451.54 and 451.74............	45	25	25
4, 5	M. P. 453.35 and 453.53............	45	25	25
4, 5	West end Tunnel 25 and M. P. 458.14............	30	20	20
4, 5	M. P. 458.14 and M. P. 462, except............	..	25	25
4, 5	M. P. 458.80 and M. P. 458.94............	45	25	25
4, 5	Over Street Crossings east and west of Station San Fernando..	25	25	25
4, 5	Through cross-overs Burbank Jct. Tower............	30	30	30
4	Signal 4802 to River Station Tower............	25	15	15
4, 5	On third track between Glendale Tower and west lead New Yard	..	15	15
5	River Station Tower to Signal 4815............	25	15	15
4, 5, 6, 7, 15	Los Angeles between River Station Tower and Clement Jct.....	12	12	12
	(except over street intersections, same limits)............	8	8	8
12	Ojai Line (except as below)............	20	20	20
12	M. P. 407 and 408............	10	10	10
12	Montalvo and Suagus (except as below)............	40	25	25
12	M. P. 414.06 and 414.20............	30	18	18
12	Through city limits Santa Paula............	15	15	15
12	M. P. 431.62 and 438.10............	25	18	18
12	M. P. 439.05 and 439.41............	25	18	18
12	M. P. 440.93 and 441.35............ (reverse curves Del Valle)	15	15	15
12	M. P. 441.35 and 441.96............	25	18	18
12	Engines backing, four above locations............	12	12	12
12	M. P. 444.20 and 444.84............	30	18	18
12	Chatsworth and Burbank via Van Nuys............	25	20	20
6	Over switch end of double track Shorb............	15	15	15
6, 7	Through city limits El Monte and Ontario............	20	20	20
6, 7, 8, 9	Through city limits Pomona and Colton............	15	15	15
6, 7	M. P. 537 and Colton............	30	20	20
6, 7, 8, 9	Between Outside switches Colton............	12	12	12
8, 9	M. P. 540 and 546.3 (descending grade)............	..	25	35
	M. P. 546.3 and 567 (descending grade)............	40	20	35
	M. P. 551.77 and 551.97............	30	20	20
	M. P. 567 and 588 (descending grade)............	40	18	35
	M. P. 588 and 610 (descending grade)............	..	25	35
8, 9, 10, 11	Between Outside switches, Indio............	12	12	12
15	Clement Jct. and Florence............	30	20	20
15	Between Florence and San Pedro (except as below)............	40	30	30
15	Thenard and Fifth Street, San Pedro............	15	15	15
15	Over Drawbridge, San Pedro............	20	20	20
15	Long Beach Line............	20	15	15
17	Whittier Line............	20	15	15
15	Between Crossover Switches at end of double track and opposite station building, Florence............	15	15	15
16	Santa Ana and Florence (except as below)............	40	30	30
16	West Anaheim and 1 mile east of Anaheim............	15	15	15
16, 17	Santa Ana and Newport, Huntington Beach and Stanton Jct...	30	25	25
17	Newport and Huntington Beach............	20	20	20
17	Between Los Alamitos and West Anaheim............	20	15	15
17	Tustin Line............	20	15	15
16	West Anaheim and West Anaheim Jct. via Miraflores............ Power heavier than Mogul not to be used.	15	15	15
13	Pasadena Line............	15	15	15
..	Hope Street Crossing, Pasadena............	6	6	6
13	Duarte Branch (except as below)............	30	20	20
13	Over Main St. crossing, West Alhambra (westward trains stop before crossing Main Street) eastward trains............	6	6	6
13	Covina Line (except Consolidated engines)............	40	25	25
13	Covina Line, Consolidated engines............	20	20	20
13	Chino Line............	25	18	18
13	Bryn Mawr and Crafton............	25	20	20
13	Over all crossings, City of Redlands............	10	10	10
13	Between San Bernardino and Riverside............	35	20	20
10, 11	Knob and Indio............	60	..	..
10, 11	Araz Jct. and West Switch, Araz............	30	20	20
10, 11	West Switch, Colorado and Yuma............	12	12	12
14	Westmorland Line and Laguna Dam Line............	20	20	20
14	Over Main Street crossing, El Centro............	6	6	6
14	Over Main Street crossing, Calipatria............	12	12	12
14	Over Alamo Bridge between Calipatria and Rockwood............	30	20	20
14	Between outside switches, Heber............	30	30	30
14	Sandia Branch............	25	25	25

3600, 3700 and 4300 class engines must not be used on any branch line, or between Montalvo and Saugus. 3600 and 3700 class engines must not be used between Niland and Araz Jct. via Calexico.

Engines heavier than Consolidation must not be used between Los Angeles and Santa Ana or on following branches; Burbank, Chino, Redlands, Sandia, San Pedro.

Engines heavier than C 2 class must not be used on Pasadena and Duarte branches.

Engines heavier than Mogul must not be used on following branches; Ojai, Long Beach, Whittier, Newport, Los Alamitos, Tustin, Westmorland, Laguna, except Consolidations may be used between Ventura Jct. and Ortonville, Ojai branch.

Atlantic and Pacific type of 8-wheel engines over 75,000 lbs. on drivers; 10-wheel engines over 100,000 lbs. on drivers; Mogul engines over 126,000 lbs. on drivers; 12-wheel or consolidation type engines over 125,000 lbs. on drivers and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on the Ojai Line.

Engines of more than 126,000 lbs. on drivers will not exceed speed of 12 miles per hour between MP 407½ and 411, Ojai Line.

Trains handled by consolidation engines will not exceed ten miles per hour between Redlands Second street and Crafton Stations.

Engines heavier than Consolidation must not be used on high line, San Pedro.

Engines heavier than light Moguls not exceed 6 miles per hour on sidings Duarte branch.

Engines heavier than Consolidation must not be used on Declez Line south of crossover to hog ranch.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed 6 miles per hour on following tracks in Indio yard; train yard tracks, old and new, Long Siding, caboose tracks, side tracks west of freight house.

Account light rail, 2-10-2 and 4-8-2 engines will not exceed speed of 4 miles per hour on following tracks in Colton yard:

Yard Tracks 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 14, Corral Track, Scale Track, Caboose Track, P. F. E. tracks 5 and 6.

Consolidation engines must not exceed 5 miles per hour on Limoneria Spur, Santa Paula Line.

Speed must not exceed 5 miles per hour on Rice's Spur and engines heavier than Consolidations must not be used.

2-10-2 engines must not exceed 8 miles per hour on No. 7 turn-outs and all slip switches. This class engine must not be used over following tracks: Guasti, Winery Spur; Ontario, Cutler Lobinger Spur, Union Oil Co. Spur, Old Chino Line to Standard Oil Spur; Pomona, both back team tracks, Winery Spur, Storage track.

Trains handling large loaded oil cars will not exceed 12 miles per hour on following branches: Los Alamitos, Long Beach, Laguna, Ojai (west of Ortonville), Whittier, Newport, Redlands, Tustin and Declezville spur, except not exceed 15 miles per hour between Stanton Jct. and West Anaheim or 20 miles per hour Santa Ana and Costa Mesa and Huntington Beach and Stanton Jct.

On eastward main track, 300 feet east of Shed "A," Los Angeles, curvature through the cross-over switch is approximately 20 degrees. This is a tongue and mate girder rail switch. Speed of all trains through this switch is restricted to 8 miles per hour. Road engines must not pass over this switch against current of traffic.

Engines must not go on private car track Pasadena beyond water plug except to set out or pick up private cars.

Train or engines will approach Ninth Street crossing at Colton with caution at a speed not to exceed 10 miles per hour, prepared to stop before fouling the crossing. When it is seen the crossing is clear, trains or engines may proceed over this crossing without stopping. Trains or engines shoving cars will come to a stop at a point clear of the crossing and may proceed when the crossing is seen to be clear. Cars will not be kicked over Ninth Street crossing. Trains or engines to or from San Bernardino or Riverside will come to a stop before fouling this crossing and may proceed over same under protection of flag.

Where ground is soft, speed must be 10 miles per hour or less.

Passenger trains not exceed 35 miles per hour and freight trains 20 miles per hour over any steam or electric crossing movement over which is controlled by interlocking signals.

When necessary to move cars ahead of engine, do not exceed 20 miles per hour.

When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding a speed of eight (8) miles per hour. Responsibility for collision on siding placed with moving train.

Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not go to clear will be governed by Rule 509.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED.

All engines, with the following exceptions, are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3309	63	45120 lbs.
A-2	3022	64	44500 "
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Above table for information of enginemen must not be considered in any way to authorize exceeding speed limit specified under "speed restrictions."

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Between	Height	Description
441.2	Hasson and Chatsworth	20 ft. 2 in.	Tunnel No. 26.
442.9	Hasson and Chatsworth	20 ft. 10 in.	Tunnel No. 27.
443.9	Hasson and Chatsworth	21 ft. 4 in.	Tunnel No. 28.
423.0	Sespe and Brownstone	21 ft. 4 in.	Sespe Creek.
432.2	Piru and Camulos	21 ft. 4 in.	Piru Creek.
446.2	Castaic and Saugus	20 ft. 6 in.	Santa Clara River.
481.7	Taylor—River Sta. Tower	21 ft. 6 in.	Footbridge.
482.6	Mission Junction—Aurant.	21 ft. 9 in.	L. A. River.
547.3	Motor Jct.-Redlands 2d St.	19 ft. 6 in.	Mill Creek.

Braun Iron Works, Shorb, girders supporting crane will not clear man on top box car.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, La Bolsa and Huntington Beach, will not clear man on side of car.

Pacific Electric power wires over two bridges between Newport Beach and Huntington Beach will not clear man on top of train.

Clearance is impaired by shed in Union Rock Co. plant Compton. Do not switch cars beyond this point.

Posts erected each side of Pacoima Gravel Pit spur do not provide proper clearance. Do not ride on side of car in using this spur.

Platform alongside lime pit track of Ventura County Ry. at Oxnard will not clear man riding on side of cars. Extreme care must be taken when entering this track.

Los Angeles Yard:	Impaired:
Los Angeles River Bridge, West end Midway Yard	Side
City Road Bridge, Dayton Ave., West end Midway Yard	Overhead
Footbridge, River Station Tower	Overhead
Capital Milling Co. Bldg., River Station Tower	Side and Overhead
L. A. Junk Co., River Station Tower	Side and Overhead
Paraffine Paint Co. warehouse, Naud Jct.	Side and Overhead
L. A. River Bridge, Mission Jct.	Side
Llewellyn Iron Works, House Spur	Side
Lacey Mfg. Co., Gate frame	Side
Lacey Mfg. Co., Crane on their spur Inside Yard	Overhead
L. A. Farming & Milling Co., Commercial and Alameda	Side and Overhead
L. A. Warehouse, Commercial and Alameda	Side and Overhead
J. A. Roebling, Market and Alameda	Side
Adrien Loeb, Market and Alameda	Side
Panama Warehouse, Market and Alameda	Side
Union Hdw. & Metal Co., First and Alameda	Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant	Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles	Side
Great Western Milling Co., Ninth and Alameda Sts.	Side and Overhead
Bohnhoff Spur, Fourteenth and Alameda Sts.	Side
Oil Well Supply Co., Alameda at Naud Jct.	Side
L. A. Brewing Co., Alhambra Ave.	Side and Overhead
Griffin Car Wheel Co., Vernon	Side.

Fence on north side of track just west of Reseda is not standard clearance.

Clearance is impaired by store room building Rivas Rock Quarry.

Load line clearances permissible Tunnel 26:

From top of rail to 12 ft. above top of rail maximum width of load is 14 ft. or 7 ft. on each side of center of track.

At 14 ft. above top of rail maximum width of load is 13 ft. 6 in. or 6 ft. 9 in. each side of center of track.

At 16 ft. above top of rail maximum width is 11 ft. 6 in. being 5 ft. 9 in. each side

At 18 ft. above top of rail maximum width is 7 ft. 6 in., or 3 ft. 9 in. each side of center of track.

Maximum height of permissible clearance over center of track is 19 ft. 2½ in.

Pacific Fruit Express Company's icing platform Santa Barbara, Los Angeles, Brawley, El Centro, Calexico, and tracks 5, 6, 7 Colton, will not clear man on side of car. Clearance between edge of platform and center icing track six feet, eight inches.

At the plant of Orange County Rock & Gravel Co. located at Frink there are three power wires and two telephone wires passing over the spur on which cars are set for loading. These wires clear the top of the rail at a distance of 18 ft. No cars except gondolas and flats must be handled over this spur. S. P. engines must not pass under power line crossing near the bunkers.

Following water tanks are not standard clearance Chatsworth, Guasti, Cabazon, Palm Springs, Imperial, Calexico, Pomona, Colton and El Casco.

Water Column at Palm Springs is not standard clearance.

Employes are warned that it is dangerous to ride on top or sides cars at above mentioned points.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

CLASS	All Steel	Steel Underframe	Wood
Baggage	96,200	......	77,900
" (Dynamo)	101,800	......	......
Baggage and Mail 60 ft.	97,800	......	......
" " " 69 ft.	124,900	......	......
Baggage and Mail	......	97,800	78,800
Baggage and Passenger	......	......	66,800
Baggage (CM&StP)	125,000	......	......
Express, Refr. (NP RR)	......	74,000	60,000
" " (GN RR)	......	......	70,000
" " (A.R.E.) 40- 154	......	78,000	......
" " " 155- 224	......	89,000	......
" " " 500 506	......	110,000	......
" " " 1101-1175	......	85,000	......
" " (P.F.E.) 500- 799	......	83,000	......
Tea and Silk	......	......	48,000
Express, Horse	......	......	96,200
Postal 40 ft.	71,800	......	......
" 60 ft.	113,800	......	......
Club	135,300	121,400	......
Business	178,500	141,600	114,200
" (CM&StP)	141,000	......	......
Chair	99,200	......	84,300
Coaches 60 ft.	101,200	......	......
" 71 ft.	138,200	......	......
" 72 ft.	119,900	......	......
" (CM&StP)	133,000	......	......
Coaches	......	......	75,300
Dining	150,400	143,400	130,600
Observation	144,000	128,100	121,700
Pullman Observation	148,000	142,000	......
" Parlor	150,000	142,000	......
" Standard Sleeper	158,000	145,000	......
" Tourist	......	133,000	......
CM&StP Tourist Sleeper	141,000	......	......

MILEAGE

Main Line

Saugus to Yuma	S. P. R. R.	282.49	
Montalvo to Saugus	S. P. R. R.	45.42	
Santa Barbara to Burbank	S. P. R. R.	93.45	
Niland to Calexico	S. P. R. R.	41.70	
Cantu to Araz Jct.	S. P. R. R.	2.70	
Total Main Line			465.76

Branches

Burbank	S. P. R. R.	Burbank to Chatsworth		20.92	
Chino	S. P. R. R.	Pomona Jct. to Chino	4.75		
		Ontario to Chino	5.10	9.85	
Covina	S. P. R. R.	Bassett to Pomona		17.40	
Declezville Spur	S. P. R. R.	Declez to Declezville		2.55	
Duarte	S. P. R. R.	Shorb to Rivas		13.96	
Laguna	S. P. R. R.	Colorado to Potholes		12.33	
Long Beach	S. P. R. R.	Thenard to Long Beach		2.81	
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		10.23	
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.16	
Pasadena	S. P. R. R.	Shorb to Pasadena		4.83	
Redlands	S. P. R. R.	Bryn Mawr to Crafton		8.98	
Westmorland	S. P. R. R.	Calipatria to Westmorland		12.79	
Sandia	S. P. R. R.	Calipatria to Sandia		21.68	
San Bernardino & Riverside	S. P. R. R.	San Bernardino to Riverside		11.89	
San Pedro	S. P. R. R.	Los Angeles to Pt. Firmin		27.45	
Los Angeles	S. P. R. R.	Naud Jct. to Mission Jct.		0.42	
Santa Ana	S. P. R. R.	Florence to Santa Ana		31.39	
Newport	S. P. R. R.	Santa Ana to Stanton Jct.		26.14	
Tustin	S. P. R. R.	Tustin Jct. to Tustin		10.64	
Whittier	S. P. R. R.	Studebaker to Whittier		5.91	
Total Branches					267.33
Total Los Angeles Division					733.09

LIST OF SURGEONS.

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Los Angeles	Dr. G. S. Hall	Division Surgeon.
Los Angeles	Dr. M. T. Steele	Assistant Surgeon.
Los Angeles	Dr. R. W. Starr	Assistant Surgeon.
Los Angeles—(Inglewood and Hyde Park)	Dr. E. D. Charland	District Surgeon.
Los Angeles—(Huntington Park)	Dr. Walter Gavey	District Surgeon.
Los Angeles—(Eagle Rock)	Dr. Marion M. Null	District Surgeon.
Los Angeles—(Belvedere Gardens)	J. P. Mortenson	District Surgeon.
Los Angeles—(Hollywood)	Dr. R. W. Avery	District Surgeon.
Los Angeles—(Riverside Gardens)	Dr. Rollin D. Baker	District Surgeon.
Los Angeles	Dr. E. G. Goodrich	Visiting Surgeon. White Memorial Hospital.
Los Angeles	Dr. E. A. Bryant	Consulting Surgeon.
Los Angeles	Dr. Geo. W. McCoy	Oculist and Aurist.
Los Angeles	Dr. R. O. Bullis	Assistant Oculist and Aurist.
Santa Monica	Dr. C. E. Rooney	District Surgeon.
Compton	Dr. A. L. Holcombe Dr. C. R. Jennings	Emergency Surgeons.
Long Beach	Dr. C. H. Woods	Emergency Surgeon.
Long Beach	Dr. E. C. Renfrew	Emergency Surgeon.
Wilmington	Dr. Guy Shirey	District Surgeon.
San Pedro	Dr. F. W. Reynolds	District Surgeon.
Downey	Dr. E. H. Welcome	Emergency Surgeon.
Whittier	Dr. W. H. Stokes	Emergency Surgeon.
Norwalk	Dr. L. J. Otis	Emergency Surgeon.
Anaheim	Dr. J. L. Beebe	Emergency Surgeon.
Orange	Dr. D. F. Royer	Emergency Surgeon.
Santa Ana	Dr. C. D. Ball	District Surgeon.
Santa Ana	Dr. Dexter R. Ball	Assistant District Surgeon.
Pasadena	Dr. F. C. E. Mattison	District Surgeon.
Monrovia	Dr. L. N. Wheeler	Emergency Surgeon.
Alhambra	Dr. J. S. Hull	Emergency Surgeon.
San Gabriel	Dr. C. L. Magee	Emergency Surgeon.
El Monte	Dr. W. S. Wilcox	District Surgeon.
Puente	Dr. W. W. Schultz	District Surgeon.
Covina	Dr. J. D. Reed	Emergency Surgeon
Pomona	Dr. Edwin P. Wallace	District Surgeon.
Chino	Drs. Reed and Miller	Emergency Surgeons.
Ontario	Dr. S. A. Craig	District Surgeon.

LOCATION	NAME	TITLE
Colton	Dr. C. F. Whitmer	District Surgeon.
Colton	Dr. W. F. Prichard	Assistant District Surgeon.
San Bernardino	Dr. S. Forsythe	District Surgeon.
Redlands	Dr. G. G. Moseley	District Surgeon.
Riverside	Dr. S. H. Keller	District Surgeon.
Banning	Dr. A. L. Brankamp	District Surgeon.
Beaumont	Dr. F. D. West	District Surgeon.
Indio	Nurse in charge of Emergency Hospital.	
Thermal	Dr. S. S. M. Jennings	District Surgeon.
Calipatria	Dr. F. F. Malone	District Surgeon.
Brawley	Dr. Eugene LaBaron	District Surgeon.
Brawley	Dr. J. C. Hill	Assistant District Surgeon.
Imperial	Dr. H. V. Gray	District Surgeon.
El Centro	Dr. F. W. Peterson Dr. W. S. Kiskadden	District Surgeons.
Calexico	Dr. P. N. Sims	District Surgeon.
Calexico	Dr. A. L. Rice	Assistant District Surgeon.
Yuma	Drs. J. A. and H. D. Ketcherside	District Surgeons.
Yuma	Dr. E. G. Colby	Assistant District Surgeon.
Glendale	Dr. R. E. Chase	District Surgeon.
Burbank	Dr. David Thomson	District Surgeon.
Van Nuys	Dr. Chas. B. Canby	Emergency Surgeon.
Owensmouth	Dr. Wm. J. Lakey	Emergency Surgeon.
San Fernando	Dr. J. E. Wheat	District Surgeon.
San Fernando	Dr. E. F. Kinne	Assistant District Surgeon and Oculist and Aurist.
Newhall	Dr. C. F. Tuomy Dr. G. F. Stevensen	Emergency Surgeons.
Fillmore	Dr. Will R. Manning	District Surgeon.
Santa Paula	Dr. Benj. E. Merrill	District Surgeon.
Moor Park	Dr. F. A. Yoakam	Emergency Surgeon.
Oxnard	Dr. Raymond T. Francis	Emergency Surgeon.
Ventura	Dr. G. A. Broughton	District Surgeon.
Carpinteria	Dr. T. M. Shorkley	Emergency Surgeon.
Santa Barbara	Dr. H. L. Shurmeier	District Surgeon.
Santa Barbara	Dr. Chas. S. Stevens	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Aurist.
Santa Barbara	Dr. G. W. Jean	Oculist

LOCATION HOSPITAL STRETCHERS.

Saugus
San Fernando
Santa Barbara
Los Angeles
San Pedro
Pomona
Colton
Banning
Indio
Niland
El Centro
Calexico

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS.

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

RATING OF ENGINES--LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Los Angeles to Ontario	Ontario to Colton	Colton to Los Angeles	Shorb to Puente Ontario to Bloomington	Bloomington to Savanna Alhambra to Shorb	Colton and Indio	Indio to Yuma	Yuma to Indio	Los Angeles and Santa Barbara via Oxnard and between Montalvo and Saugus, East and West	Los Angeles to Saugus	Saugus to Los Angeles	Niland and Araz Junction (Inter-California Railway Line)
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
E—10	E—63 17/24 47	1320, 1323, 1331 to 1352	140	710	1330	830	1330	1550	410	1010	940	790	310	350	1330
E—2	E—69 18/24 59	1372, 1373, 1375	150	760	1460	900	1460	1850	430	1100	1040	870	340	380	1460
E—2	E—69 18/24 61	1374, 1376 to 1381	150												
E—5	E—69 18/24 69	1383, 1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	830	1600	980	1600	2040	460	1200	1130	950	360	400	1600
E—6	E—69 18/24 68	1402 to 1411	165	850	1620	1000	1620	2060	480	1220	1150	970	370	420	1620
E—23	E—73 20/24 89	1433 to 1443	190	1150	2190	1350	2190	2780	650	1650	1550	1510	510	570	2190
E—23	E—73 20/24 92	1445 to 1458	190												
E—24	E—69 18/26 74	1464 to 1467, 1469, 1471	165	910	1720	1070	1720	2100	510	1310	1220	1010	390	440	1720
E—27	E—73 20/26 113-S	1526 to 1540, Superheated	210	1440	2700	1690	2700	3330	820	2060	1920	1600	640	710	2700
M—4	M—63 20/28 126	1615 to 1719	190	1610	2920	1870	2920	3380	940	2270	2100	1730	730	820	2920
M—6, M—8	M—63 21/28 159-S	1720 to 1724, 1726, 1770 to 1779, 1790, 1798, Superheated	200	1990	3600	2310	3600	4110	1180	2800	2590	2140	920	1020	3600
M—6	M—63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803, 1823, to 1825, Superheated	200	2000	3610	2320	3610	4160	1190	2800	2590	2150	930	1030	3610
M—6	M—63 21/28 144	1725, 1727 to 1769, 1780 to 1803, 1823 to 1825, Saturated	195	1840	3340	2140	3340	3860	1090	2590	2400	1980	850	940	3340
M—9	M—63 21/28 150-S	1804 to 1822, Superheated	210	2110	3800	2450	3800	4330	1260	2920	2740	2270	990	1090	3800
M—9	M—63 21/28 147	1804 to 1822, Saturated	200	1890	3420	2200	3420	3910	1110	2670	2460	2030	870	960	3420
T—16	T—57 18/24 80	2039, 2040, 2053, 2073, 2081, 2082, 2095, 2108	165	1050	1950	1230	1950	2260	610	1510	1400	1150	470	520	1950
T—7	T—57 18/24 88	2184 to 2186	160	1010	1880	1180	1880	2140	580	1450	1340	1100	450	500	1880
T—9	T—57 18/24 96	2155, 2175, 2180	170	1090	2020	1280	2020	2310	630	1540	1430	1190	490	540	2020
T—9	T—57 18/24 83	2156 to 2169, 2171, 2173	160	1030	1890	1200	1890	2220	600	1460	1350	1120	460	520	1890
T—8	T—57 18/24 87	2174, 2176 to 2179, 2181 to 2183	160												
T—3	T—69 20/26 113	2214 to 2220	180	1260	2360	1470	2360	2740	720	1790	1680	1390	550	620	2360
T—2	T—63 19/24 105	2221 to 2234	160	1000	1890	1180	1890	2310	570	1440	1340	1120	340	490	1890
T—1	T—63 20/26 112	2235 to 2273	180	1430	2620	1670	2620	3080	840	2000	1850	1560	660	730	2620
T—25	T—69 20/28 134	2274 to 2281	200	1530	2840	1790	2840	3430	880	2180	2030	1690	680	760	2840
T—26	T—69 21/28 152-S	2283 to 2300, Superheated	200	1780	3280	2070	3280	3900	1040	2510	2340	1960	820	910	3280
T—23	T—63 21/28 152-S	2301 to 2308, 2310, Superheated	210	2120	3810	2460	3810	4400	1260	2960	2730	2280	990	1100	3810
T—23	T—63 21/28 144	2301 to 2308, 2310, Saturated	200	1890	3420	2200	3420	3950	1110	2660	2460	2030	870	970	3420
T—28	T—63 22/28 162-S	2311 to 2352, Superheated	210	2310	4160	2680	4160	4800	1370	3240	3000	2480	1080	1190	4160
T—31	T—63 22/28 162-S	2353 to 2362	200	2180	3950	2540	3950	4490	1290	3070	2840	2340	1010	1120	3950
T—32	T—69 23/28 174-S	2363 to 2370	200	2160	3920	2520	3920	4760	1270	3050	2830	2330	1000	1100	3920
T—32	T—69 23/28 174-S	2371 to 2384	210	2300	4190	2670	4190	5040	1360	3200	2980	2530	1080	1200	4190
P—1, P—3	P—77 22/28 141-S	2400 to 2437, Superheated	210	1790	3350	2100	3350	4080	1020	2560	2380	1980	800	890	3350
P—5	P—77 22/28 141-S	2438 to 2452	200	1710	3190	2000	3190	3690	980	2430	2270	1890	760	850	3190
P—6	P—77 25/28 172-S	2453 to 2458	200	2250	4170	2620	4170	5110	1310	3190	2980	2490	1030	1140	4170
P—7	P—73 25/28 171-S	2476, 2477	200	2400	4430	2800	4430	5430	1410	3400	3180	2660	1120	1240	4430
C—9, C—10	C—57 22/30 194-S	2513 to 2599, 2752 to 2857, Superheated	210	2560	4590	2960	4590	5220	1530	3590	3300	2720	1200	1320	4590
C—8	C—57 22/30 192-S	2698 to 2751, Superheated													
C—9	C—57 22/30 187	2513 to 2599, 2752 to 2830, Saturated	200	2260	4090	2620	4090	4640	1340	3190	2930	2400	1040	1150	4090
C—8	C—57 22/30 185	2698 to 2751, Saturated													
C—2	C—57 22/34 172-S	2600 to 2611, Superheated	190	2310	4130	2610	4130	4680	1400	3430	3120	2400	1080	1190	4130
C—4	C—57 22/34 183-S	2612 to 2623, Superheated													
C—2	C—57 22/34 172	2600 to 2611, Saturated	185	2210	3960	2500	3960	4490	1330	3130	2840	2290	1020	1130	3960
C—4	C—57 22/34 176	2612 to 2623, Saturated													
C—5	C—57 22/30 187-S	2624 to 2693, Superheated	210	2590	4620	2990	4620	5250	1560	3590	3300	2740	1230	1350	4620
C—5	C—57 22/30 180	2624 to 2693, Saturated	200	2290	4120	2650	4120	4660	1370	3190	2950	2430	1070	1180	4120
P—10	P—73 25/28 181-S	2478 to 2483	200	2530	4640	3010	4640	5440	1440	3600	3300	2750	1110	1240	4640
P—10	P—73 25/28 183-S	2484 to 2491	200	2620	4840	3130	4840	5760	1480	3930	3600	2860	1120	1270	4840
TW—8	TW—54 21/32 155	2914 to 2923	180	1920	3460	2180	3460	3920	1150	2730	2470	1990	880	980	3460
TW—6	TW—50 20/26 110	2954	160	1490	2710	1730	2710	3160	870	2110	1940	1580	670	750	2710
A—3	A—81 20/28 112-S	3025 to 3071, Superheated	210	1370	2630	1610	2630	3090	770	1970	1860	1560	600	670	2630
A—3	A—81 20/28 105	3025 to 3071, Saturated	200	1230	2390	1460	2390	2800	680	1750	1650	1410	530	600	2390
MK—2	MK—57 23¾/30 206-S	3200 to 3215	210	3020	5400	3490	5400	6130	1780	4700	4330	3200	1420	1576	5400
MK—4	MK—57 23¾/30 206-S	3216 to 3233	200	2850	5110	3300	5110	5760	1670	4000	3680	3020	1330	1470	5110
MK-5, MK-6	MK—63 26 /28 210-S	3237 to 3271	200	3090	5560	3590	5560	6400	1850	4340	4010	3320	1450	1610	5560
F—1	F—63 27½/32 273-S	3600 to 3652	200	3750	6700	4340	6700	7610	2250	5260	4840	3980	1760	1950	6700
F—3	F—63 29½/32 297-S	3653 to 3667	200	4280	7650	4940	7650	8000	2560	6000	5510	4530	2010	2210	7650
F—4, F—5	F—63 29½/32 306-S	3668 to 3768	200	4530	8330	5370	8000	8000	2700	6590	6050	4790	2130	2330	8330
MC—2	MC—57 $\frac{26-40}{30}$ 394	4000 to 4016	200	5330	9000	6020	8000	8000	3000	7470	6880	5530	2570	2820	9000
MM—2	MM—63 $\frac{25-28}{28}$ 320	4200 to 4211	200	3820	6850	4440	6850	8000	2270	6120	5660	4060	1770	1960	6850
Mt—1	MT—73 28/30 246-S	4300 to 4327	210	3530	6490	4120	6490	7270	2070	5240	4870	3840	1620	1800	6490
		Allowance for Empty and Underloaded Cars: Less than 40 M's		3	3	3	3	3	3	6	6	3	3	3	3
		Allowance for Empty and Underloaded Cars: 40 to 50 M's		0	0	0	0	0	0	3	3	3	0	0	0

Rating of through trains east will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighting 187,000 pounds on Drivers:

C-57 $\frac{22}{30}$ 187

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Los Angeles to Ontario	1.14	1.50	1.19
Ontario to Colton	0.64	0.00	0.64
Colton to Los Angeles	1.16	2.00	1.24
Colton and Indio	1.95	3.25	2.08
Indio to Patio	1.00	0.00	1.00
Patio to Indio	1.00	1.50	1.05
Los Angeles and Santa Barbara (via Oxnard)	1.00	0.00	1.00
Montalvo and Saugus, (East and West)	0.90	10.00	1.30
Los Angeles to Saugus	2.00	6.13	2.24
Saugus to Los Angeles	2.07	4.50	2.25
Niland and Araz Junction (Inter-California Railway Line)	0.60	0.00	0.60

TRAINMASTERS

E. J. KELLUM.......... Los Angeles Yard
H. R. HUGHES.......... Los Angeles Yard
B. S. BAUMANN.................... Indio
G. E. DONNATIN, Terminal Trainmaster...
.... Los Angeles Yard

CHIEF TRAIN DISPATCHER

J. A. DAY....................Los Angeles

ASST. CHIEF TRAIN DISPATCHERS

T. W. McKINLEY.............Los Angeles
G. H. MARSH ....Los Angeles

ROAD FOREMEN OF ENGINES

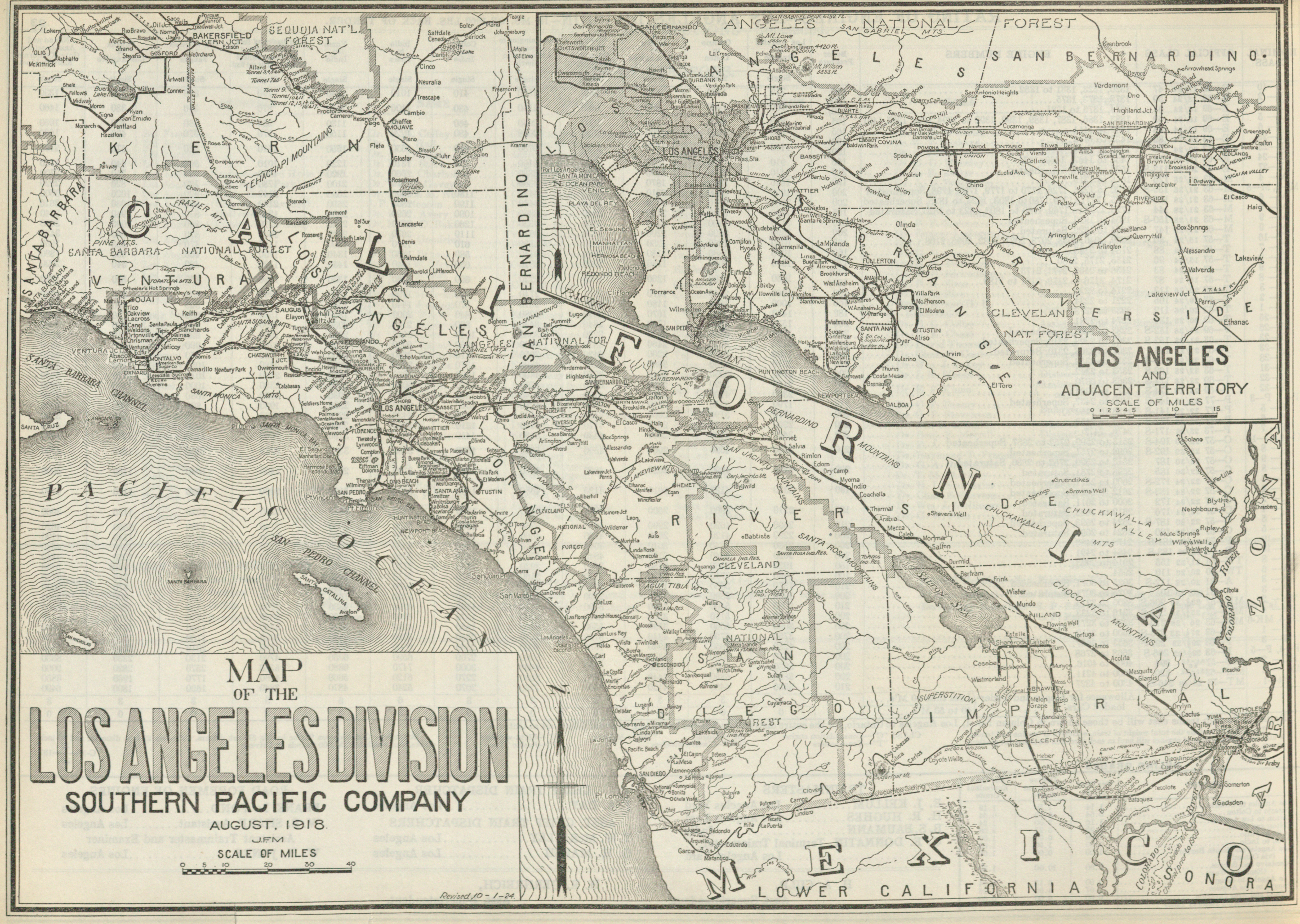
FRANK La FOND.............Los Angeles
W. B. SHARP, Assistant........Los Angeles

Assistant Trainmaster and Examiner

W. H. JONES................Los Angeles

H. A. CULP,
Asst. Superintendent.

H. R. GERNREICH,
Asst. Superintendent.


CALIFORNIA
MEXICO
ARIZONA
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
KERN
SANTA BARBARA
VENTURA
LOS ANGELES
SAN BERNARDINO
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
ANGELES NATIONAL FOREST
CLEVELAND NATIONAL FOREST
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHOCOLATE MOUNTAINS
CHUCKAWALLA VALLEY
CHUCKAWALLA MTS
TEHACHAPI MOUNTAINS
SANTA MONICA MTS.
SAN GABRIEL MTS.
SUPERSTITION MTS.
SALTON SEA
COLORADO RIVER
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA MONICA BAY
SANTA CRUZ
SANTA CATALINA
SANTA BARBARA
SAN NICHOLAS
BAKERSFIELD
KERN JCT.
MOJAVE
LANCASTER
PALMDALE
SAUGUS
SAN FERNANDO
BURBANK
GLENDALE
PASADENA
LOS ANGELES
SANTA MONICA
VENICE
LONG BEACH
SAN PEDRO
WILMINGTON
SANTA ANA
ANAHEIM
FULLERTON
TUSTIN
NEWPORT BEACH
HUNTINGTON BEACH
POMONA
ONTARIO
COLTON
SAN BERNARDINO
REDLANDS
RIVERSIDE
BANNING
INDIO
MECCA
NILAND
BRAWLEY
IMPERIAL
EL CENTRO
CALEXICO
YUMA
SAN DIEGO
ESCONDIDO
OCEANSIDE
VENTURA
SANTA BARBARA
OXNARD
BLYTHE
Revised 10-1-24.

LOS ANGELES

AND ADJACENT TERRITORY

SCALE OF MILES

0 1 2 3 4 5 10 15

MAP OF THE LOS ANGELES DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M

SCALE OF MILES

0 5 10 20 30 40